PACIFIC FISHERMAN

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nternational Jorth Pacific Fisheries Commission

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JAPAN

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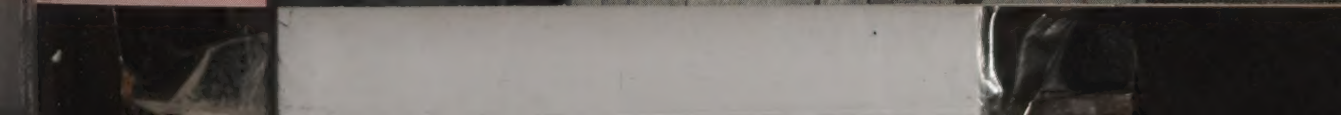

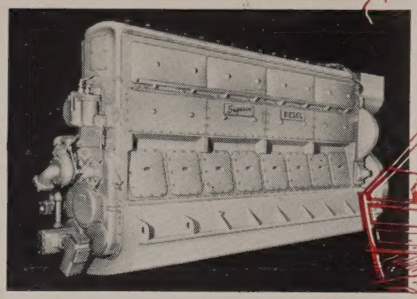

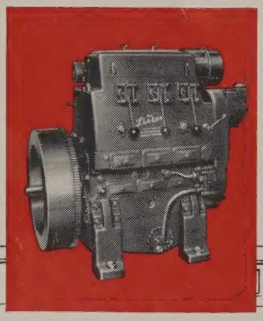

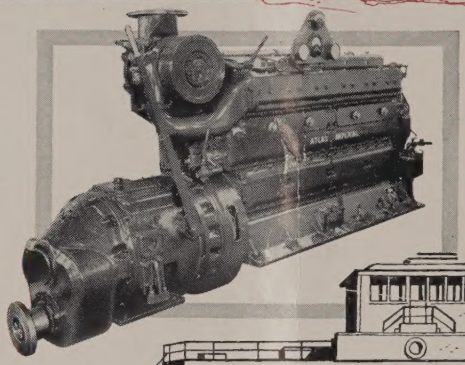

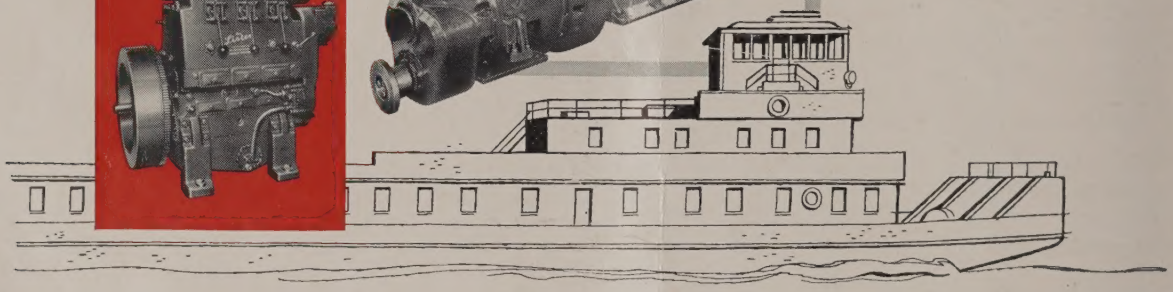

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A. W. Ponsford .....Associate Editor
Stuart F. Leete.....Associate Editor
Charles L. Shaw.....Associate Editor
C. L. Hillyard.....Advertising Mgr.

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Editorial & Advertising Offices

71 Columbia St., Seattle 4, Wash.
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370 Lexington Av., New York 17, N. Y..MUrray Hill 3-9294
1791 Howard St., Chicago 26, Ill.....ROgers Park 4-3420
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PF's Washington Fish-Fact-Finder

Congress to pass at this session a bill making it possible promptly to clear title on any Alaska lands of any cloud resulting from Indian claims based on occupancy and "possessory" rights.

You'll hear no more of "aboriginal" rights. The Department of Justice says they do not exist; and if any ever did exist they were extinguished by the treaty in which Russia conveyed Alaska to the United States.

The bill whose enactment can be expected now provides that Indian claims be heard in the Alaska Federal courts, and not in the U.S. Court of Claims. This is expected greatly to accelerate their settlement.

It also provides that any possessory rights found to exist shall apply only to lands **actually** and continuously occupied for a period of years immediately prior to enactment of the bill.

The bill pertains to lands—and adjacent waters—only. It does not touch on the matter of intangible rights, as to hunting and fishing, for example.

Most important effect expected to attach to the bill is that it will make it possible for the United States to convey clear title to Alaska lands, thus making possible private land ownership for individual ownership or industrial development—the sort of thing which the Administration feels essential to sound statehood for Alaska.

EXPECT

All Alaska functions of the Department of the Interior to be scrutinized together by a special "survey team" of the sort that has been studying such Interior agencies as the Bureau of Land Management and the Bureau of Indian Affairs.

In these two studies, recently completed, the Alaska functions of the agencies under study were excluded, as it seemed desirable to examine all Alaska aspects of Interior's family of agencies at one time.

The Alaska study will not come soon—probably not until all others are completed.

The Fish and Wildlife Service study is expected to be started before long, but the team line-up has not yet been announced.

EXPECT

The Fish and Wildlife Service to shy violently from any aspect of the Saltonstall Bill which might empower it to use funds derived from duties collected on imported fish products for purchasing domestic fish products as a price support device.

Interior's top brass wants no funds and no authority for such purposes—thanks just the same.

Money which might come from the Saltonstall Bill for research would be gratefully received—and might be the means of providing badly-needed scientific studies—and we don't mean "domestic" science.

Conceivably, the Saltonstall Bill might yield $4 million annually for fishery research and development. Top-level thinking is that this amount is far more than could be spent at once without waste. They don't want more than they can use wisely, and are working on plans for effective use, **when** and **if.**

EXPECT

Arnie Suomela, FAWS assistant director, to have full charge of Alaska fisheries administration, and to be personally in the field much or all of next season.

America's leading can manufacturer announces...

A spectacular and unusual program to help you sell more in '54

TO SELL MORE IN '54
Full details on this campaign will be supplied by your Canco representative.
Take advantage of the sales and merchandising possibilities for YOUR products.

A series of colorful advertisements featuring delicious meals with speedy, easy recipes using canned foods will be sponsored by American Can Company. The first of these ads will appear in the April 19 issue of *LIFE* and in the May issues of *McCall's* and *Good Housekeeping*.

This new advertising approach to menu planning is aimed directly at homemakers —at women who buy, prepare and serve foods and beverages. The colorful treatment and the copy are designed to increase the prestige of canned foods and canned beverages in women's minds—make women want to buy and serve them more often.

This program will stimulate the sale of all kinds of canned foods and beverages. *It will help you sell more in '54.*

Like Canco's unequaled facilities, technical skills, and research, *this new, spectacular program that merchandises your canned foods to the public,* is an example of Canco's constant effort to help you market your products more profitably.

Go first to the people who <u>are</u> first!

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Canco offers you the finest full line of cans for fish and fish products available anywhere. *Whatever* your need, *wherever* your need, Canco has the *right* package.

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continues giving you MORE PROFIT per pound of netting during 1954

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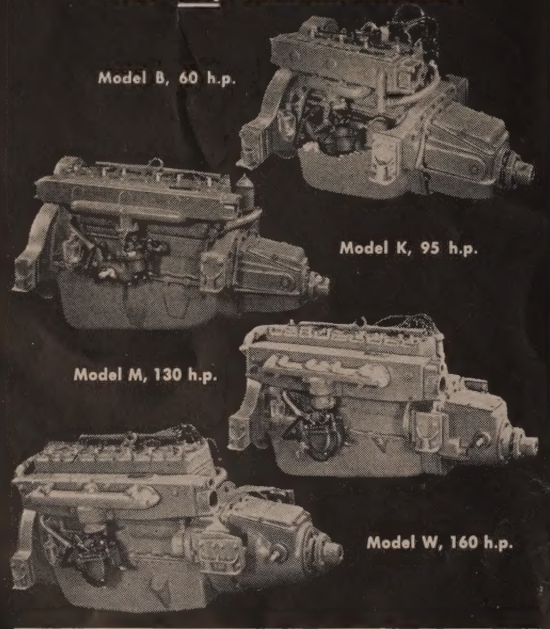

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S. Howard Minor, Jr.

"Performance of the twin Chris-Craft 95 h.p. Marine Engines in my fast, new 30-ft. Sportfisherman, **Ya-Hee**, is wonderful!" says S. Howard Minor, Jr. Vice-President and General Manager of H & M Sportfishers, Inc., San Diego, Calif. "Never have I been so well pleased during the 20 years I've owned boats! The **Ya-Hee's** compact Chris-Craft 95's have been a big factor in making an outstanding catch of 21 marlin in 38 trips for the 1952 marlin season (San Diego, Calif., area). So outstanding are Chris-Craft Marine Engines that I wouldn't hesitate to give them my unqualified recommendation for **top** marine performance!"

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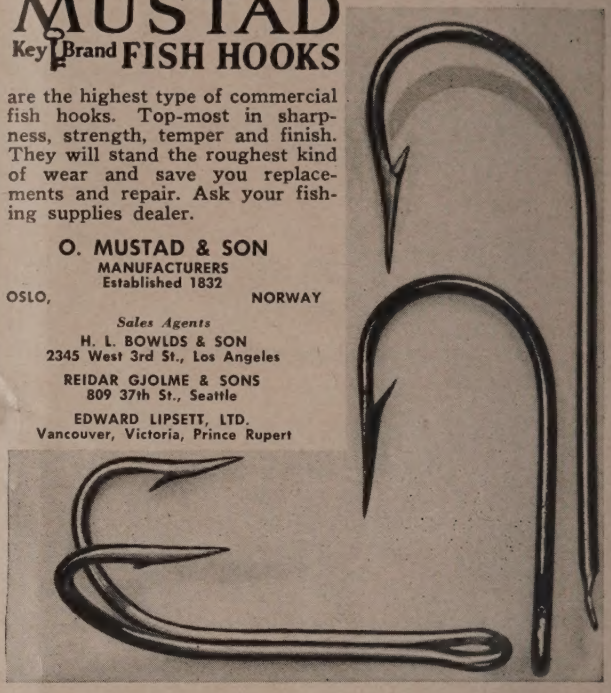

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In Canada: Manufactured by Evinrude Motors, Peterborough, Ontario

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Owned by the VAN PELT TOWING COMPANY, and operated by Captain Walter Wright, the "John W. Van Pelt" has used the same Monel shaft for 27 years. The tug, berthed at Elizabethport, N. J., is powered by a 4-cylinder 150 HP Bessemer Diesel.

Ever since 1926, the same Monel® propeller shaft has driven the harbor tug "John W. Van Pelt." The record comes to 27 years of service life by now.

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But don't ignore Monel when equipping your vessels. It's been proved time and again that Monel is the most economical metal to use for shafting.

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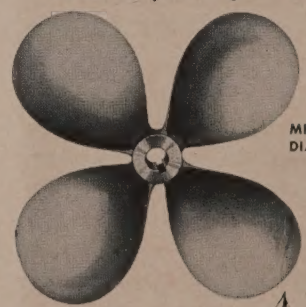

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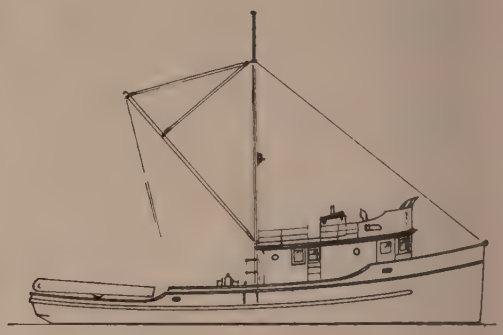

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PACIFIC FISHERMAN MARCH 1954

SUSTAINED HIGH SEAS HARVESTING

3 Nations Collaborate To Conserve Fisheries Of North Pacific Ocean

BUILDING on a new concept of international responsibility for conservation of the fishery resources of the high seas, commissioners from the United States, Canada and Japan, backed by their staffs of advisors, labored in Washington through early February to bring into active and effective function the International North Pacific Fisheries Treaty.

The three nations recognize in the treaty two philosophies for ocean fishing:

1. That the use of a resource of the international seas carries with it a responsibility for research to the end that the use may be wise use, which will not destroy; and that the nations, working jointly, can make their research most effective.

2. That where a fishery is used to its capacity, is under scientific research designed to determine the wise degree of use, and under regulations provided for its protection, a nation which has not previously engaged in the fishery should abstain from it.

The recognition of these philosophies, and their application by the North Pacific commission whose labors began last month, may prove of the utmost importance in the future of the Pacific Basin, whose fisheries are among Man's great food resources, one of Earth's true reserves. Great as they are, intense, unbridled international competition, employing modern technology, could destroy them.

To protect international resources without sacrifice of national interests is the fundamental objective of the North Pacific treaty.

To shape and energize a means by which this can be done wisely, fairly and effectively was the objective of the commission in its initial meeting.

With the commissioners of three nations facing a new task, subject to the formalities of international usage, and under the handicaps of two languages and the necessities of translation, progress naturally was slow; and procedure sometimes perplexing. Nevertheless, at the end of a week it became apparent that large progress had been made, and that the commission was laying down a broad and basic foundation on which to build a body of scientific knowledge through which wise use could be gauged and the basic philosophies of the treaty fairly applied.

Problems Approached Studiously

Pitfalls of precipitate programming and projects were evidently avoided as the commission established a Biology and Research Committee to bring into being a scientifically sound, studiously determined approach to the researches with which it is charged under the treaty. As one scientist put it: "To prepare a research program of this scope is a piece of research itself."

This committee, composed of one commissioner and two scientists from each national section, is expected to report to the commission late this year.

Determination of the commission to proceed carefully in the development of a research program which

Miller Freeman, advisory member of the U. S. delegation, looks on from the left while John L. Farley, U. S. commissioner, and Milton E. Brooding, chairman of the U. S. section of the commission, discuss a point.

can be expected to be productive, as well as scientifically sound, stands as the most important of the commission's actions at its initial meeting.

Definitive Commission Actions

In its other definitive actions, the commission did this:

1. Chose Stewart Bates of Canada as its chairman for the first year; with Iwao Fujita of Japan as vice chairman; and Edward W. Allen of the United States as secretary.

2. Chose Vancouver, B. C., as its headquarters "for the time being" (which was taken to mean permanently).

3. Established a standing committee on Finance and Administration.

4. Adopted the idea of an Executive Director to handle its program, and outlined his duties, but left open the decision as to when and whether the position should be filled on a permanent basis.

Canada Fares Well

From this outline it will be seen that Canada fared exceptionally well in the first meeting—winning both the commission headquarters and the chairmanship for the first year. Mr. Bates won the chairmanship without a question; and the headquarters fell to Vancouver over Seattle when the Japanese expressed preference for the middle ground.

It might be said that the United States gained nothing in the meeting save acceptance of the principle that the commission's program must be based on a carefully and competently studied plan for scientific research; that, and a strong bargaining position for the future.

Host Not Wholly Prepared for Party

Although the United States was the host nation, and had invited the others to the conference, the personnel of the American commission was determined less than a day before the meeting opened; while sufficient time was not allowed for the American section's advisors and observers to be accredited in a manner wholly acceptable to all the other commissioners.

Make-up of the commission is this:

United States—

Milton E. Brooding of San Francisco and the California Packing Corporation, section chairman; and during the meeting chairman of the subcommittee on program and planning;

Edward W. Allen, Seattle attorney, member of the International Pacific Halibut Commission, and former member of the Sockeye Salmon Commission.

John L. Farley, director of the United States Fish and Wildlife Service, Washington, D. C.

B. Frank Heintzleman, governor of Alaska; who accepted appointment with the definite understanding that it was on an interim basis only. He

OBSERVERS, ADVISORS AND CONSULTANTS AT THE TRI-PARTITE COMMISSION MEETING

Upper Row—on the left, the directors of three other international commissions, Harry A. Dunlop, halibut; M. B. Schaefer tuna; Loyd A. Royal, salmon; then Dr. John L. Hart and J. Watson MacNaught of Canada; H. E. Lokken, Fishing Vesse Owners Association; C. L. Anderson, Alaska fisheries director; Milton James, consultant, and Robert J. Schoettler, director Washington state department of fisheries.

Lower Row—T. F. Sandoz, Columbia River Packers Association; Lower Wakefield, Wakefield's Deep Sea Trawlers Dr. W. F. Thompson, director, Fisheries Research Institute; in the middle, A. J. Whitmore, chief supervisor of fisherie for British Columbia; Dr. A. H. Needler and Dr. J. L. Kask, Fisheries Research Board of Canada; on the right—Con gressman John J. Allen Jr. and Congressman Cecil King of California; Donald P. Loker, Star-Kist Foods, Inc., vic president of the California Fish Canners Association.

U. S. COMMISSIONERS CONSULTING WITH THEIR ADVISORS

Reading from right to left: M. E. Brooding, chairman of the United States section; John L. Farley, Commissioner; Miller Freeman, delegation member; Lowell Wakefield; Dr. W. F. Thompson; Taki Miyahara, interpreter.

From right: R. J. Schoettler, W. F. Farrell, Seton Thompson, Clinton Atkinson, Dr. L. A. Walford, A. W. Anderson.

From right: Arnie J. Suomela, Charles R. Carry, H. E. Lokken, Richard Croker, Harold Cary, Montgomery Phister.

accepted the appointment from the President against his personal desires, but was persuaded to do so in order that the United States might have a full delegation and Alaska direct representation on the commission.

Japan—

Ryuji Takeuchi, head of the delegation, and the ad interim Charge d'Affaires of Japan in Washington.

Iwao Fujita, vice chairman of the Japanese Fisheries Association and chairman of the Japanese Whaling Association, vice chairman of the commission.

Kyuhei Suzuki, president of the Japan Marine Products Co.

Canada—

Stewart Bates, deputy minister of fisheries, and chairman of the commission.

John M. Buchanan, president of the British Columbia Packers, Ltd., Vancouver.

James Cameron, head of the fishermen's union at Pender Island, B. C.

Roger T. Hager, president, The Canadian Fishing Co., Ltd., Vancouver.

The Key Committee

The important Committee on Biology and Research held preliminary meetings before the end of the first week of the commission meeting. Make-up of this committee, which may in large measure be considered the current key to the North Pacific international enterprise, is:

United States—Commissioner Edward W. Allen (Mr. Brooding substituting temporarily); Dr. W. F. Thompson, director of the Fisheries Research Institute, whom Canadians and Japanese alike openly acknowledged as the foremost fisheries biologist in the world; Dr. Lionel A. Walford, chief of the Branch of Fishery Biology, U. S. Fish and Wildlife Service.

Canada—Commissioner James Cameron; Dr. John L. Hart, director of the Pacific Biological Station, Nanaimo, B. C.; Dr. Alfred H. Needler, director of the Atlantic Biological Station at St. Andrew's, New Brunswick. (These two scientists are to exchange their station assignments within the next few months, Dr. Needler taking Nanaimo, while Dr. Hart goes to St. Andrew's.)

Japan—Commissioner Kyuhei Suzuki; Dr. Motosaku Fujinaga, chief of the Research Division, Japanese Fisheries Agency; Motonaga Odo, chief, First Deep Sea Fisheries Section, Production Division of the Fisheries Agency.

The Committee on Finance and Administration is composed of one commission and one advisor from each national section. Its makeup:

United States—Commissioner John L. Farley, and Montgomery Phister, advisor.

Canada — Commissioner Roger T. Hager, A. J. Whitmore, advisor.

Japan—Commissioner Iwao Fujita; Hiromichi Miyazaki, advisor.

The United States delegation, beside the four commissioners, included the following official advisors: Miller Freeman, president of Miller Freeman Publications and chairman of the Pacific Fisheries Conference; William C. Herrington, William F. Farrell and Warren P. Looney, Department of State; Arnie J. Suomela, assistant director, and Dr. L. A. Walford, biological chief, U. S. Fish and Wildlife Service.

The American section was supported further by an advisory group of observers, broadly representative of the fisheries authorities of the Pacific states and Alaska, the industry and fleet.

This group organized itself informally with Harold E. Lokken, manager of the Fishing Vessel Owners Association, as chairman. Beside attending commission meetings not held "in camera", it met regularly throughout the session, discussing points of the agenda, and presenting its views to the American commissioners at a daily conference preceding the commission meeting. Its principal sub-committee was that

THERE WERE MOMENTS OF RELAXATION AT THE NORTH PACIFIC COMMISSION MEETING

At the Fish and Wildlife Service laboratory at College Park, Md.—Upper row, from the left—John L. Farley, K. Suzuki, Roger Hager, Iwao Fujita and Stewart Bates, all members of the commission, and H. Miyazaki, advisor; interpreters and advisors visit in the middle picture, which shows among others Japan's two scientists on the Biology and Research committee, Dr. M. Fujinaga, standing, center, in profile, and Motonaga Odo, seated right, with striped tie; H. E. Lokken of Seattle, tries to convince two Canadians, Dr. J. L. Kask and A. J. Whitmore.

Lower row—Members of the Japanese party at the seafood buffet are pictured on the left. In the center picture: Clarence L. Anderscn, Alaska; Richard Croker, California; Fred Johnson, Seton Thompson, Arnie Suomela and A. W. Anderson, all Fish and Wildlife Service; Warren Looney, Department of State; George Kelez, observer.

on North Pacific Program, and was headed by Montgomery Phister.

"Find Out What To Do And How To Do It"

Mr. Brooding, chairman of the American section, summed-up for the advisory group the basic objectives of the section in these words: "Our primary effort should be to—**find out what to do;**

"Then determine—**How to do it.**"

To develop its thinking and produce recommendations along this line, the American advisory group devoted most of its time.

Its ideas with respect to development of a program on the basis of a thorough-going study of the entire problem by a permanent committee composed of representatives from each section were closely similar to the program adopted by the commission.

The **How To Do It** assignment developed some interesting discussion, which centered largely on the means which the commission should employ in conducting the studies recommended by the Committee on Biology and Research.

Two Research Alternatives

Should it organize and operate its own research staff and program, after the successful pattern followed by the International Halibut, Salmon and Tuna commissions?

Or should it "utilize the technical and scientific services of . . . official agencies of the contracting parties and their political subdivisions?" The quoted language is drawn from the treaty itself, which however makes this course mandatory only "insofar as feasible"—and leaves to the commission the determination of feasibility.

Opinion of the advisory group — with its heavy weighting of state and territorial fishery authorities — was definitely in favor of the commission portioning-out elements of the general North Pacific study.

In this connection it should be pointed out that the treaty specifically sanctions the utilization of the research facilities of educational institutions as well as governmental departments.

How To Finance?

How such portioned-out research should be financed seemed to develop two divergent lines of thinking:

1. That the research should be done by national agencies, which would raise their own funds from their own governments.

2. That the commission should assign research projects to scientific bodies on a contract basis, paying for the work out of the commission treasury from funds appropriated by the legislative bodies of the three countries.

Obviously, the latter course would be necessary if the research studies were to be kept under the actual control of the commission, and if any work was to be done except by the fishery departments of the national governments involved.

Protection of Alaska Research Work Advocated

Opinions of persons strongly interested in the current condition of the Alaska fisheries was that no assignment should be accepted or studies undertaken by the U. S. Fish and Wildlife Service which would in any way lessen or impair the already-limited research program which it is able to mount in Alaska, where the salmon and herring are in an admittedly serious condition.

Advocates of this position point to the fact that (a) the fisheries of Alaska are made the responsibility of the Fish and Wildlife Service by law; (b) the fisheries in question have drifted into critical condition; (c) despite the obvious need for scientific knowledge of the Alaska coastal fisheries, the F.A.W.S. research program there is definitely limited in scope, personnel and financing; (d) discharge of the responsibilities of the Fish and Wildlife Service for the fishery resource of Alaska demands that no research be undertaken for the North Pacific commission to the curtailment of the Service's scientific program in Alaskan coastal waters.

Three Primary Fields Of Commission Research

There are presently three primary

fields of research for the consideration of the North Pacific commission:

1. "Intermingling" of salmon stocks on the high seas and the suitability of the 175th meridian of west longitude as the westerly boundary of the Bering Sea salmon area from which the Japanese abstain.

2. Whether there should be changes —additions or eliminations — in the list of fisheries stated for abstention.

3. Other fisheries of "common concern," notably King crab.

The first of these subjects obviously was that around which most interest—and most sparring—revolved. The commission is charged by the treaty "as expeditiously as possible" to proceed with a study designed to determine the area and degree of intermingling of Asiatic and American stocks of salmon in the North Pacific, and the location of a line which best will serve to divide the area of abstention from that of open fishing.

It is to be expected that the recommendations of the Committee on Biology and Research will be directed primarily at determination of the facts necessary for equitable solution of this problem under the terms—and spirit—of the treaty.

Although changes in the treaty's annex list of fisheries accepted for abstention is barred for a period of five years, it was generally felt that the problem called for immediate initiation of investigations.

U. S. Section Proposes Study of King Crab

The American section requested the commission to approve a study of the King crab fishery of eastern Bering Sea to the end that a system of statistical reports should be established and the basis laid for scientific envaluation of the condition of the fishery and its trend under exploitation. It was anticipated that this could be undertaken in a measure this year, and that cooperatively collected data under the authority of the commission could save a year in the development of an effective body of knowledge relative to this King crab resource.

With the exception of the King crab, there seemed to be no disposition on the part of any national section, nor of the advisors, to extend the studies and activities of the commission into fields other than those specifically directed by the treaty—Points 1 and 2 above, "intermingling" and the "annex" list of fisheries for abstention.

The advisory group to the American commission, in addition to those actually members of the delegation, included: Harold E. Lokken, Fishing Vessel Owners Association; Montgomery Phister, Pacific Fisheries Conference; Clarence W. Anderson, Alaska director of fisheries; Robert J. Schoettler, Washington director of fisheries; Donald P. Loker, vice president, California Fish Canners Association; Lowell Wakefield; Milton James, Washington state department of fisheries; Harold Cary, American Tunaboat Association; Dr. W. F. Thompson, Fisheries Research Institute;

Charles E. Jackson, National Fisheries Institute; Charles R. Carry, fishery products division, National Canners Association; A. W. Anderson, Seton W. Thompson, Clinton Atkinson, U. S. Fish and Wildlife Service; Richard Croker, California Department of Fish and Game; T. F. Sandoz, president, Columbia River Packers Association; DeWitt Gilbert, editor, "Pacific Fisherman."

The other international commissions of the Pacific area were represented by their directors: Halibut, Harry A. Dunlop; Salmon, Loyd A. Royal; Tuna, Dr. M. B. Schaefer.

Mr. Allen was obliged to leave Washington at the end of the first week of the commission meeting, being recalled to Seattle by the serious illness of Mrs. Allen. She had suffered a heart attack shortly before he left Seattle, but had so much improved that he felt able to attend the opening of the commission to which he had committed himself. When Mrs. Allen's condition worsened, he was obliged to return to his home. This left a heavy burden on Mr. Brooding and Colonel Farley, particularly as Governor Heintzleman had many previous commitments before congressional committees and other governmental agencies.

Jangaard Boats Seeking Christmas Island Gifts

Christmas Island waters, about 1,000 miles south of Hawaii, where the Jangaard tunaboats **North American** and **Alrita** currently are making the first actual commercial test of tuna long-lining by Americans, yielded very heavily to the December operations there of the Pacific Oceanic Fishery Investigations vessel **John R. Manning.** To the east of Christmas Island she took Yellowfin at the rate of 13.3 fish per 100 hooks fished, which would give a vessel a daily catch of 6½ tons if she fished 1,000 hooks of standard 6-basket gear.

Sverre Jangaard, leader of the commercial expedition, believes that the boats can run a lot more gear than that—and can make a commercial success of the venture if they can find fish in any such abundance. The Jangaard vessels are accompanied by Garth Murphy of the POFI staff, who will record the fishing activities and make biological measurements and observations.

The Jangaard vessels outfitted at the Harbor Boat & Yacht Co., San Diego, before departing for the tropics Jan. 12. The **Alrita** came down the coast from Seattle and went on the ways at San Diego for a final bottom painting with International protective paints.

She was built in Seattle, is 70′ in length, and is powered with a 250-hp. Cooper-Bessemer diesel.

North American, her larger fleetmate, is 87′ long and was built by the Tacoma Boat Building Co. in 1944. She is powered with a Buckeye diesel.

The boats were equipped with Japanese-made line-haulers; and took aboard 13,000 fathoms of Cal-Cot 260-thread cotton line manufactured by California Cotton Mills at Oakland.

In addition, they took 8,000′ of 1/16″ Roebling stainless steel wire line and 3,000′ of ⅛″ bronze line. Swivels to the number of 10,000 were taken.

The gear is made-up in 250-fathom skates, 15 fathoms between hooks. Ganglions are three fathoms long, of which the upper 12′ is composed of cotton line, followed by steel leader. Hooks are of standard Japanese longline pattern.

The two boats expect to keep 25 miles of gear in constant operation.

Capts. Sverre and Lars Jangaard figure that if the boats can take an average of three tons of tuna daily the expedition will pay-out.

The proposed Palmyra Island fishing station discussed in the February number of **Pacific Fisherman** now is revealed as the proposition of the Kayler-Dahl Fish Co. interests. Dean Kayler head of this company, which also packs fish at Seattle, was reported to be in Honolulu during January and February in connection with the venture.

American Tuna Pack for 1953 More Than Ten Million Cases

Unofficial United States canned tuna pack for 1953, including Hawaii and Puerto Rico, shows slightly over 10,000,000 cases, including over 500,000 cases of California specialty packs, including "noodles and tuna," tuna paste, tuna in glass, etc., as follows:

California	8,782,305
Oregon, Washington and Hawaii	1,039,202
Eastern Seaboard and Puerto Rico	182,732
Total cases	10,004,239

The case pack for California, compared with 1952:

	1953	1952
Albacore, solid pack	892,569	723,806
Light Meat, solid pack	1,384,059	1,573,060
Albacore chunks	502,018	606,143
Light Meat, chunks	3,351,841	2,890,573
Grated, Flakes, etc.	1,710,063	2,071,279
Tonno	178,996	134,008
Bonito	19,548	15,981
Yelolwtail	21,699	48,954
	8,230,351	8,043,566
Specialty Packs	551,954	95,263
	8,782,305	8,138,829

To produce the above California pack for '53 required a total of 183,063 tons, as compared with 179,763 tons in 1953. Breakdown of the comparative species:

	1953	1952
Albacore	39,115	34,520
Bluefin	4,597	2,083
Yellowfin	70,086	92,883
Skipjack	65,361	44,685
Bonito	1,500	1,061
Yellowtail	2,404	4,531
	183,063	179,763

The domestic fishery fleet fell short by nearly 10,000 tons of the combined fleets' catch of 1952. difference in the figures, in favor of 1953 was due to increased imports. Japan, with some assistance from Central and South America, sent in to California last year 28,394 tons of frozen tuna, of which 20,924 tons was Albacore; 7,470 tons, Yellowfin and Skipjack. In 1952 the imports of frozen tuna were 15,588 tons, 11,246 tons being Albacore; balance, 4,342 tons.

Nationally the import figures, while not complete at presstime, shows raw fish from at least six foreign countries, rose to 47,000 tons, against 37,000 tons in 1952, an increase of 10,000 tons.

The canned tuna imports for the U. S. in 1953 approximated 2,245,000 cases, whereas in 1952, 1,785,190 cases were imported. The import breakdown for 1953 was, in round figures: Tuna, in-brine, 1,500,000 cases; in-oil, 220,000; bonito, 525,000 cases. For 1952: In-brine, 850,000 cases; in-oil, 215,000, and bonito, 720,190 cases.

Thus, in 1953, the total amount of canned tuna available to the country was approximately 12,249,239 cases, as compared to slightly over 11,000,000 cases in 1952.

California tuna pack for 1953, 8,778,401 cases, includes approximately 500,000 cases of "specialty packs", including "noodles and tuna", tuna paste, tuna packed in glass, etc., and are included on the basis of gross cases and not reduced to standard cases on the basis of contained tuna. This particularly refers to the rapidly-growing noodles and tuna pack, 1 lb. talls, in which the tuna content is from 2- to 3-oz. Reducing the specialty packs, represented mainly by noodles and tuna, to basis of contained tuna per case, would bring these to approximately 160,000 cases and the California pack to around 8,300,000 cases.

Good Tuna Fishing For Long-Line Vessels

A fleet of seven long-line tuna vessels under charter to Van Camp Sea Food Company, from the Japanese concern of Tokyo Suisan Kogyo Kaisha, in connection with Van Camp's five-year lease of the Samoa cannery, were reported in early February as finding good fishing.

Leaving Misaka, Sagami Bay, some 60 miles from Tokyo, December 29, several of the vessels were reported as having made their fare. In view of the success, the original contract, calling for delivery of 1,000 tons of tuna, was extended to 1,500 tons. Of this 1,000 tons was being loaded aboard the mothership, **North Star;** balance of 500 tons unloaded at the Samoa cannery.

Walter M. Bowman Dies

Walter M. Bowman, supervising cannery inspector for Southern California Bureau of Cannery Inspection, died at St. Mary's hospital, Long Beach, January 15. He had been with the bureau since 1924 and was an expert in his field.

Born at Chadron, Neb., 61 years ago, Mr. Bowman graduated from Nebraska Teachers' college and served in the U. S. navy during World War I. Prior to association with the California state dept. of public health, he had been with the U. S. dept. of Agriculture, Food and Drug Inspection.

Big Offshore Tuna Run Gives 1954 Good Start

Southern California began its 1954 tuna year by receiving 15,374 tons from its Clipper and Seiner fleets, in addition to imports. The latter, 1,113 tons, was all from Japan, composed of 717 tons, Albacore; 396 tons, Yellowfin.

From the above receipts, Southern California packers processed 718,481 cases, this compared with 8,529 tons and 389,502 cases for all of California in January, 1953.

The nearly 100% increase was due mainly to a sensational run of tuna far offshore from South America which continued for more than a month, producing from mid-December to early February, thousands of tons, Yellowfin and Skipjack. Although the run slackened somewhat in late January, it was reported as having gained momentum again.

Purse seining operations, mainly for the large net vessels, started off with a flurry of Bluefin at Guadalupe Island New Year's Day. It produced 270 tons, shared in by the **Marauder, Pioneer** and **Vagabond.** The **Marauder** went back and was reported to have taken more Bluefin.

Netting operations, however, were largely confined to the far-tropical banks below the equator. There the **California, Marsha Ann, Sea King, Golden West, Ronnie M., Dolores M., Jackie Sue** and **Venus** were engaged, some delivering direct; others to the mothership, **Atlantic Reefer,** Andrew Vilicich, master. This was under contract to Star-Kist Foods Inc.

The **California,** brailing better than 150 tons, went to Puerto Rico, and delivered to National Tuna Canners' plant there. This is a subsidiary of South Pacific Canning Company, Long Beach.

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1792

Consent Settlement Puts Salmon Pricing On Individual Basis

Shifts Red-Hot "Employee" Determination onto NLRB

INDIVIDUAL negotiations between individual packing companies and individual fishermen probably will be the rule in 1954 preparations for the Alaska salmon fishing season—save on Bristol Bay, where union negotiations will continue.

Eventually—and **possibly** this year—the National Labor Relations Board will be called upon to pass on the thorny question of whether a fisherman selling his fish is an employe of his customer or not.

All this as result of the "consent settlement" negotiated in Seattle between Federal Trade Commission counsel and attorneys representing approximately 50 companies and unions against whom the commission has brought charges of improper negotiation of prices. This complaint went back, in effect, to the decisions of the Supreme Court of the United States which held that a fisherman freely selling his fish to an operator is an independent businessman himself, cannot be considered an employe of his customer, and that his associations lack the exemptions granted labor unions.

Having raised the question, the Federal Trade Commission was rather neatly relieved of the necessity of answering it when its counsel offered the terms of a "consent settlement" which foisted the problem off on the National Labor Relations Board—and possibly the courts—for eventual determination with respect to the unions and conditions operating in the Alaska salmon industry.

1954 Application Expected

The "consent settlement" in the salmon case was finally agreed to by all counsel concerned on January 22 and signed by them the next day with the statement that they would submit the settlement to their clients with recommendations that it be signed. The Federal Trade Commission examiner gave until February 15 for the instrument, fully and finally signed by all parties, to be deposited with him in Washington. He would then submit it to the commission, which could be expected to issue it as a binding "consent decree." Should anything interrupt the development of this program, hearing on the original charges will begin in Seattle April 5.

One Clear Winner, Alaska Fishermen's Union

There was one clear victor in the January negotiations—the Alaska Fishermen's Union, which had contended all along that its members have well-established employe status, and should not have been included in the complaint. This the F.T.C. staff was prepared to admit, and wrote clearly into the settlement. As a matter of fact, the Bering Sea Fishermen's Union was able to ride along with its rival organization and get in under the protective umbrella of a paragraph in which all parties to the settlement agreed:

> **"The greater majority of the fishermen members of respondent unions who are, and have been for the last several years past, catching salmon within the Bristol Bay area, are, and have been, employes of one or more of the respondent industry members operating canneries in said area."**

That paragraph clearly accepted the Bristol Bay fishermen as employes of the canning companies under the meaning of the Supreme Court decisions.

Otherwise, it was generally a compromise all around, from which no one emerged with a clear victory. Each party—F.T.C., canners and unions—gained **something**, and their lawyers probably the most of all, for the legal and administrative arguments can be expected to continue for many salmon seasons to come.

There are seven key points in the "consent settlement," which may be briefed thus:

1. "Unions" or "Associations"

It accepts the Unions named in the charge as unions in name only, and **in fact** as "unincorporated associations of fishermen." This wording was accepted by counsel for the unions.

2. "Employes" or "Businessmen"

Thorny problem of determining whether a union of fishermen is an actual union or a businessmen's association under the Supreme Court decisions was shifted onto the Federal Relations Board by a paragraph of primary importance, which says:

> **"With the exception of the Bristol Bay area . . . there is no agreement among respondents as to the status of fishermen members or respondent Unions. No finding of fact or conclusion is made herein with respect to such status. As to such status, the Federal Trade Commission is to consider and give full weight to decisions and actions of the National Labor Relations Board."**

F.T.C. counsel pointed out verbally that this does not **bind** the Federal Trade Commission to accept an N.L.R.B. certification of an organization of fishermen as a true union.

It is anticipated that the N.L.R.B. will be asked to certify the several fishermen's organizations concerned as bona fide labor unions under the meaning of the Supreme Court decisions. The "consent settlement" would forbid salmon operators to negotiate prices with any organization of fishermen not receiving such certification as a bona fide union.

3. Individual Deals Sanctioned

Leaves the way open for price negotiation and contract between individual operators and individual fishermen, but forbids such negotiation to be done by respondents "jointly or collectively"; and forbids all parties to the settlement from fixing prices, or from seeking to maintain uniform or minimum prices.

It specifically would order all parties concerned to "cease and desist" from:

"Entering into ... any planned and concerted course of action or agreement authorizing or empowering any association, group, corporation or union to negotiate, bargain, or agree as to prices to be paid or received in the purchase or sale of such salmon."

4. Cooperatives Exempted

Status of fishermen's cooperative marketing associations, such as have been set-up in some areas, is protected in the settlement in these words:

"Nothing contained herein shall prevent any association of bona fide salmon fishermen, acting pursuant to and in accordance with the provisions of the Fishermen's Marketing Act from performing any of the acts and practices permitted by such act." (It might be pointed out that such acts and practices do not include picketing and boycotts.)

5. Consolidate Operations Cleared

Consolidated operating ventures among canneries are specifically sanctioned in the "consent settlement" in these words:

"Nothing contained herein shall be deemed to prohibit one or more respondents from entering into or continuing a bona fide partnership, joint operation or venture, or consolidation for the purpose of operating one or more canneries, and in which the prices paid for raw or fresh salmon is determined by such partnership, joint operation or venture, or consolidation and where such determination is binding upon all members thereof."

6. Collective Bargaining O.K. Except on Prices

Right of collective bargaining between industry and unions with respect to **wages and working conditions** of **employe** members is protected in these words:

"Nothing herein contained shall prevent collective bargaining between any respondent Union and respondent Industry and/or other employer respondent with respect to wages and working conditions of employe members of said union." (It will be noted that this makes no reference to **fishermen** and their status as employes or union members; and that it **does not apply to fish prices.**

7. Allegations Are Admitted, But Not Law Violation

In the "consent settlement" operators and unions alike admit that they have negotiated fish prices for years as an accepted practice, and as complained of by the Federal Trade Commission in bringing the action. In consenting to acceptance of these allegations, the conclusions arrived at in the settlement, and the order to "cease and desist," the unions and operators "specifically refrain from admitting or denying that they have engaged in any acts or practices ... in violation of law."

The F.T.C. is not bound to accept the "consent settlement," or may set aside any part of it. Normally, however, it may be expected to enter into force as a decree in advance of the 1954 fishing season, provided none of the industry members or unions repudiates counsel and refuses to ratify the agreement.

Welsh Tinplate Plays Part In Courting Salmon Orders

Welsh tinplate will be used in the production of about 50% of the salmon cans used in British Columbia this year as a result of a high-level deal designed to produce dollars for increased United Kingdom purchase of Canadian salmon.

Before World War II, Welsh tinplate was used in large quantity in cans manufactured for the salmon industry at Vancouver, but since 1939 the supply has been cut off and only this year has it become available again. The contract involves the purchase of about $2,000,000 worth of Welsh tinplate and it will be delivered to Vancouver by cargo ship early this Spring to American Can Co.

British Columbia canners generally recognize that Britain wants to buy B. C. canned salmon but doesn't have the dollars to pay for it. So the canners undertook to find the dollars. Most direct way of accomplishing this purpose was considered to be through purchase of British goods by the Canadian canning companies and payment for them in Canadian currency.

Thus, the British Columbia canned salmon industry undertook to buy what they could from the United Kingdom. A contract was even placed with a Scottish yard for construction of a fishboat to west coast specifications.

Canners admit that it is a gamble—a gesture in goodwill—because there has been no guarantee from Britain that in return for these Canadian dollar orders the United Kingdom will buy more Canadian canned salmon. However, the canners felt that it was worth taking the chance, and in any event the move would demonstrate British Columbia's eagerness to co-operate with a valued market of long standing.

Fourteen British Columbia companies are participating in the so-called "link-purchase" plan of which the tinplate order is a part. The negotiations were carried on in England by H. R. MacMillan and John M. Buchanan, chairman and president, respectively, of B. C. Packers; Roger T. Hager, president of Canadian Fishing Co., and B. C. Packers' K. F. Fraser, who made a preliminary survey of Britain's capacity to supply equipment to the Canadian industry. The delegation was headed by Fisheries Minister James Sinclair, himself a British Columbian.

Baffle-Type Fishway Billed for Stillaguamish

A vertical baffle fishway longer than those in operation at Hell's Gate gorge on the Fraser river will be built next year on the south fork of the Stillaguamish river at Granite falls, the Washington Department of Fisheries has announced.

When completed, the structure will play a major role in the state's salmon rehabilitation program, opening 30 miles of upriver spawning and rearing area to the production of chinook and pink salmon.

The fishway will be 580' long, with a total vertical height of 50'. This will exceed the new Wind river fishway now under construction near Carson, Washington. The latter will be 454' long and by-pass 46' Sheppard falls.

The vertical baffle design differs from the pool type installed at Bonneville, McNary, Rock island and other dams in its use of staggered slots. These are self-regulating at all stages of flow, whereas the pool ladders require weir adjustment for different water levels.

Largest baffle-type fishway now in operation in Washington state is on the Deschutes river at Olympia.

ADAMS NETTING

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PACIFIC Fisherman's NEWS

MARCH 1954

San Pedro Boats Cash-In On Tuna Run

That early January Bluefin run at Guadalupe Island netted the **Marauder** 113 tons. The purse seiner made what is considered a record tuna trip, six days from port to return to San Pedro. The **Pioneer** also cashed-in on this run, with about 120 tons of Bluefin; the **Vagabond** delivered 65 tons. At presstime for PFN, the Bluefin had disappeared from Guadalupe.

Purse seiners were ranging as far as offshore waters of Peru and Costa Rica for Yellowfin and Skipjack, and the majority of the year-round tuna seiners had left San Pedro for the various fishing grounds.

In January about 1500 tons of tuna were delivered to Terminal Island (Star-Kist Foods Inc.) from four Medina-controlled vessels: **Ecuador, Normandie, Equator** and the **Star of the Sea.** About two-thirds of the total cargo was Skipjack.

San Diego Boat Owners Re-elect Nick Cordileone

San Diego Commercial Fishing Boat Owners recently re-elected Nicolo Cordileone as president of the association. M. D. Setward was re-elected vice president, and Calvin H. Burns was chosen secretary-treasurer.

Members of the board of directors were elected as follows: Robert Strom, William H. Walters, Cyrus W. Miller, D. McCornack, Robert Larson, Raymond Glaze, W. C. McPhail, John H. Eddy, Troy McGowan, James M. Lytle and Howard Barnard.

"Consent Settlement" Slams Door on Setting Prices by Negotiation

Alaska salmon fishermen — other than those working Bristol Bay — probably will have to enter into individual arrangements with the canneries or buyers to whom they sell their fish in 1954. One thing is sure, negotiated fish prices arrived at between packers and unions are out this year, save on Bristol Bay.

This as result of the "consent settlement" negotiated with counsel for the Federal Trade Commission and signed by the attorneys for all the packers and fishermen's organizations who had been charged by the commission with "price fixing."

The fishermen have two alternatives to individual negotiation: (1) they can form bona fide cooperative marketing organizations under the federal law; or (2) they can each appeal to the National Labor Relations Board for certification as a bona fide labor union under the supreme court decisions. (These generally have held that fishermen catching and selling their own fish are independent businessmen and not employes of their customers; hence, their organizations are associations of businessmen and not entitled to the privileges accorded labor unions.)

While either of these two courses are open to the fishermen under the consent settlement, it is questionable whether certification could be secured from the NLRB in advance of the fishing season.

The Winnah— Geo. Johansen of the Alaska Fishermen's Union, which won employe status in the F. T. Co. consent deal.

It is also quite possible that the consent settlement may fail of the complete acceptance necessary for it to become an actual operating decree of the commission. At presstime it was not yet known whether unanimous acceptance could be secured before the Feb. 15 deadline set by the examiner.

If actual signature is not secured from all companies and Unions, the full-dress hearing will be convened in Seattle April 5.

The Bristol Bay fishermen were the only clear-cut winners in the negotiations with the Federal Trade Commission attorneys. They secured acceptance of their "employe" status in the consent decree, and there is good reason to expect that this will "stand-up" in whatever determination the FTC may eventually make of the case.

"Galveston" Founders Near Neah Bay

Buffeted by a storm with 55-mile an hour winds, the Galveston was driven on the rocks near Neah Bay, and sank about twelve hours later. Her skipper, W. F. Peterson, of Seattle, and five crew members made their way to safety. The boat was on her way into Neah Bay with 12,000 lbs. of fish.

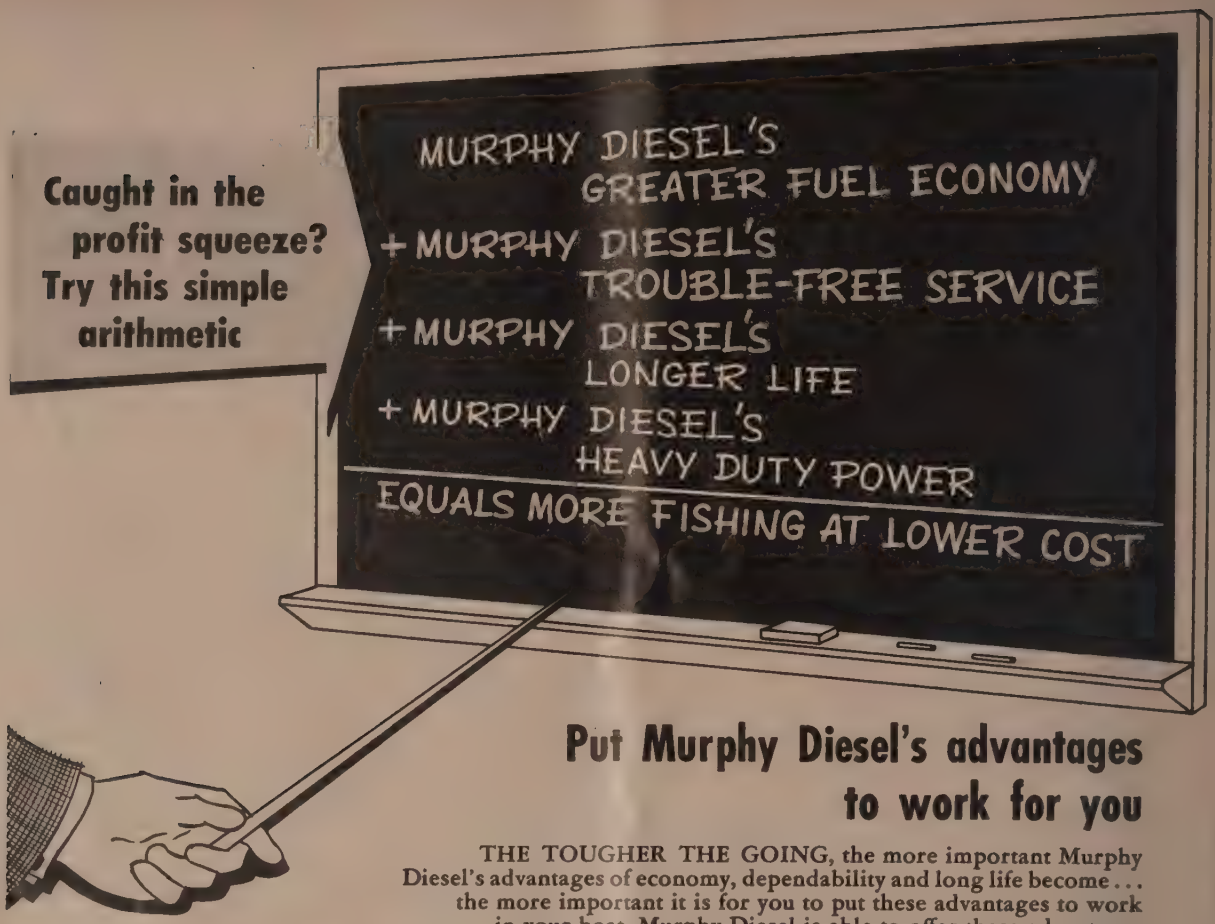
"Star of the Sea" Damaged

The **Star of the Sea,** which was struck by the tug **Kalmia** in San Diego Bay in early January, will require a compete re-building, according to the owner, M. O. Medina. Greatest damage was concentrated on the port side. Damage is estimated at $200,000, including the loss of at least two trips to the fishing banks in 1954.

Petersburg Fishermen Make Trip to Norway

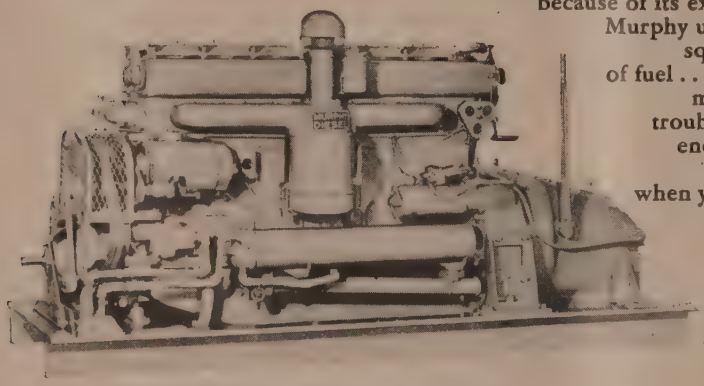
Among the Alaska fishermen visiting the old country during the winter season are Chris Odegaard and Iver Holm of Petersburg. Accompanied by their wives, they were aboard the liner **Stavegefjord** when she lost her rudder in mid-Atlantic. She made port steering with her twin screws.

Caught in the profit squeeze? Try this simple arithmetic



Put Murphy Diesel's advantages to work for you

THE TOUGHER THE GOING, the more important Murphy Diesel's advantages of economy, dependability and long life become . . . the more important it is for you to put these advantages to work in your boat. Murphy Diesel is able to offer these advantages because of its exclusive combination of design features—Murphy unit injectors plus "true" diesel operation squeeze maximum power out of every drop of fuel . . . four valves per cylinder make operation more efficient and virtually eliminate valve troubles . . . dual overhead camshafts, flywheel end cam drive, distortionless pistons assure the long trouble-free service so essential when you depend on a boat to make your living. All of these features are described in the booklet "*10 Reasons Why Your Next Engine Should Be A Murphy.*" Ask your Murphy Diesel Dealer for a copy or write direct. It's the first step towards more economical operation of your boat.



Murphy Diesel marine propulsion engines and auxiliaries, 90 to 225 H. P. Marine type generator sets, 60 to 154 K. W.

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Pacific Fisherman's NEWS
March, 1954 Volume 52 Number 4

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Publication Office
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BEacon 6348
Editorial & Advertising Offices
71 Columbia St., Seattle 4, Wash.
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Aberdeen Fisherman Dies

Aksel Warjonen, 73, Aberdeen gillnet fisherman and cannery worker, died at an Aberdeen hospital January 29. He was born in Finland, came to Grays Harbor in 1908. A sister survives.

Moss Landing — Monterey Bay

The troller **Delle Marie** was sold this week by her builder and owner, Mike Shain of Seattle to Leonard Jacobsen of Aptos. Jalmar Rhodes will work with Jacobsen when the well known boat starts to fish out of Moss Landing. Phil Hover of the Hover Equipment Co., of Monterey and Moss Landing put the engine in first class condition. Shain brought Jack Binyon of Seattle, owner of the **Jean A.** down with him to work on the electrical equipment of the boat.

Dick Maier of the dragger **Warrior,** brought in a capacity load one night recently but the fish were not worth a penny. They were dog shark and they filled every mesh of Dick's huge net. Not so many years ago, the haul would have put Dick in black figures for many months to come.

Roland C. Clapp of the Rothschild Stevedoring Co., in Seattle and Mrs. Clapp were first time Moss Landing visitors recently. The Clapps were headed for the desert to get away from water for a while but they had heard so much about Moss Landing they had to see what was here.

Trigg Hamlot has taken his **Marie H.** from Moss Landing down to San Diego for installation of a new GM diesel engine.

Conrad Pederson of the **Sun-Ra,** Fred Sandness of the **Lincoln,** Bruce North of the **Judy 11** and Bill Harder of the **Fourwinds** have been in Moss Landing recently talking boats and fishing as that old fascination for the sea creeps upon them with the coming of the new year.

Bill Windbigler of the **Janie W.** and Oren Addleman of the **Dolores J.,** who has forsaken his former home in Juneau, Alaska to settle in Watsonville, have already started painting and tidying up their boats.

The baby purse seiner, **Northern Isle,** is up for sale and her captain, Knute Pederson, is going back to Alaska. The versatile boat with its comfortable living quarters can do just about anything in the fishing line. A new owner would have no difficulty in making her obey his choice.

The slumbering little town of Avila in San Luis Bay is finally stretching itself and looking about with interested eyes on its potentialities. Recognized as a fine harbor since the time of Spanish rule, Port San Luis is now embraced in the new Port San Luis harbor district. A newly elected harbor board is pledged to long range development of the harbor for commercial, industrial and recreational use. Dick Kirby who formerly fished out of Moss Landing and Santa Cruz is one of the board members.

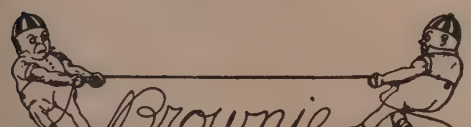
Avila will be remembered by those lucky fishermen who got there and the sorry ones who didn't at the scene of the tremendous salmon run last July. Rarely getting that far south in such great numbers, the fish swarmed into San Luis bay. The fish ran up to 60 and 70 lbs. and it was not unusual for fishermen there to pick up 1200 lbs. a day, for the two-week period the run lasted.

Joe Burrows Again Heads Puget Gillnetters

Puget Sound Gillnetters Association will be headed again in 1954 by Joe Burrows, who has guided the organization since its beginnings.

Others elected to office were: Lud Bretvick, vice president; Bill Fortson, secretary-treasurer; Bill Brashler, trustee.

FOUNDED IN 1844



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STANDARD ENGINEER'S REPORT

DATA

LUBRICANT Heavy Duty RPM Motor Oil

UNIT 115 H.P. marine engine

SERVICE Fishing boat "Four Brothers"

CONDITIONS Low engine temperatures—constant load

FIRM V. Passanisi & Son San Diego, Calif.

Engine clean after 1⅓ years of "cold" operation!

HEAVY DUTY RPM MOTOR OIL has kept this 115 H.P. marine engine clean and running perfectly for 16 months, despite tough work 10 hours a day, 5 days a week. The engine powers the 32 foot, 10 ft. beam fishing boat, "Four Brothers," operated by V. Passanisi and his son, Frank. When inspected recently, engine showed no deposits, all rings and bearings were in good condition.

FRANK PASSANISI says, "Carbon is a common problem in most fishing boat engines because they work 'cold'—at temperatures too low for best operation. However, Heavy Duty 'RPM' solved that problem for us. The way our engine runs now, we should be able to go 5 years before thinking of an overhaul."

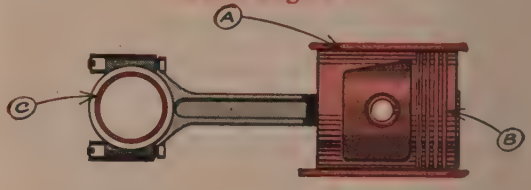
MECHANIC E. B. DAVIS, owner of Rosecrans Garage, San Diego, says, "When I opened this engine to grind the valves, it was the cleanest I'd ever seen in this type. There were no signs of wear in cylinders or on pistons."

REMARKS: Heavy Duty RPM Motor Oil was developed through atomic research to prevent extra wear. It keeps engines clean of carbon and lacquer, resists the formation of deposits, prevents corrosion, and stops foaming in the oil systems. Comes in several grades.

HEAVY DUTY RPM MOTOR OIL

TRADEMARK "RPM" REG. U.S. PAT. OFF.

How Heavy Duty RPM Motor Oil doubles engine life



A. Contains special compounds that keep lubricant on metal whether hot or cold—reduce starting and running wear and rusting when idle.

B. Detergent makes carbon and soot contaminants harmless—keeps rings free, engine clean.

C. Resists oxidation and corrosion, stops foaming.

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

STANDARD OIL COMPANY OF CALIFORNIA

From left: Seton H. Thompson, Washington, D. C.; Harold Helland, Prince Rupert, B. C.; Edward W. Allen, Seattle, Wash.; Richard Nelson, Vancouver, B. C.; George R. Clarke, Ottawa, Ontario; and H. A. Dunlop, Director of Investigations, and F. H. Bell, his assistant. The picture was taken before the announcement of J. W. Mendenhall's appointment.

New Halibut Rules Promise Larger Catch of Fish, but Fail to Click with Fleet

Although halibut regulations for 1954 will be substantially liberalized, and may be expected to permit a material increase in catch, they are regarded as far from satisfactory by the men of the halibut fleet conference board, whose recommendations were disregarded by the commission.

Broadly condensed, the 1954 regulations as prepared by the International Halibut Fisheries Commission will:

1. Open the season May 16.

2. Increase the quota for Area 2 by 1 million pounds to 26½ million; continue the Area 3 quota at 28 million.

3. In addition to the quota season, open all of both Areas 2 and 3 to fishing on August 1, non-quota fishing in Area 2 to continue for 8 days, and in Area 3 for 10 days.

4. Open a special area to non-quota fishing for a period of 25 days, beginning August 15. This area lies to westward from Sanak Island.

5. The Area 1-A northerly division line is moved north from Cape Blanco to Heceta Head. This area will be open to no-quota fishing throughout the entire period from May 16 to Sept. 9.

These regulations were received with vigorous protest by the commission's industry conference board, which felt that they did not give a substantial measure of consideration to the fleet's recommendations, which made five points as follows:

1. That the 1954 season be opened May 3rd in Area 2 and May 6th in Area 3.

2. That seasons be split with eight days of fishing in Area 2 and ten days of fishing in Area 3 followed by thirteen days of closed season in each area before the next open period begins.

That present quotas be enlarged sufficiently to permit three full periods of eight days fishing each in Area 2 and four full periods of ten days fishing in Area 3.

4. That special seasons be continued in addition to the foregoing seasons and that they begin not earlier than August 15th in Area 2 and August 18th in Area 3. That the special seasons have no closed areas other than those covering the usual nursery grounds.

5. That the 1955 season open two weeks earlier than in 1954.

The 1954 meeting of the commission saw a number of changes in personnel. The Canadian section is now composed of George R. Clark of Ottawa, who has been a member for some time, with Richie Nelson, president of Nels Bros. Fisheries, Ltd., and Harold Helland of Prince Rupert as new members.

J. W. Mendenhall, manager of the Ketchikan Cold Storage Co., became a new member midway in the meeting, joining Edward W. Allen, Seattle, and Seton W. Thompson, chief of the Alaska Branch of the Fish and Wildlife Service.

This is the first time that the sections of the commission have been composed of three members, as now provided by the treaty; and Mr. Mendenhall's appointment is the first time that an Alaskan has been a member of the commission.

10-Mesh Gillnet Cut Postponed by Canada

Gillnets having a maximum depth of 60 meshes may be used throughout the British Columbia salmon fishery this year at least, according to announcement by Fisheries Minister James Sinclair, who has decided not to bring into effect immediately a regulation limiting the depth of salmon gillnets to not more than 50 meshes.

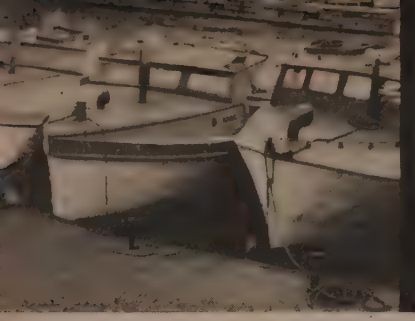
In addition to a substantial saving in the cost of nets, it was urged that in view of the current changeover from linen to nylon gillnets and the greater efficiency of the latter, nets of the lesser depth would be the means of bringing about less restrictive measures in the interests of conservation in the way of weekly close seasons.

However, it was pointed out by Mr. Sinclair that a large number of 60-mesh nets had been ordered and were already made up and any change of depth measurement for 1954 would obviously work considerable hardship on many gillnetters.

Salmon gillnetters generally were opposed to any immediate change, but the department has asked the industry to express an opinion as to the feasibility of invoking the 50-mesh maximum depth restriction in 1955.

Ole Arseth Passes

Ole Arseth, a well and widely known commercial fisherman of Seattle, died at Mount Vernon, Wash., recently.



FLEET'S IN. *Some of the Lay Fleet of twenty-six boats. Built by Huron Boat Works, Huron, Ohio, and Paasch Marine Service, Erie, Pennsylvania, boats are 38-footers, ideally equipped for trap netting.*

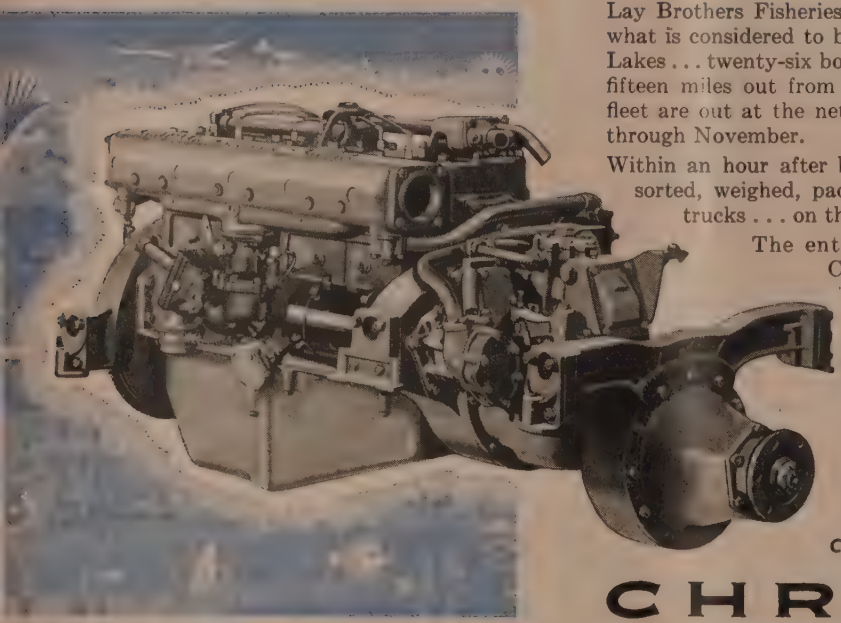
OUTWARD BOUND. *"Perch" and "White Bass" headed for the nets fifteen miles out. Each boat has 3-man crew, takes fish from about eighteen nets a day.*

LIFTING THE NET. *Crew of "Perch," using their power take-off, lift net and remove the catch. Fish are immediately placed in ice-chest aboard ship, assuring continued freshness.*

GREAT LAKES FISHING FLEET FINDS...

Chrysler Power

the FASTEST Way to Port and Profits



Lay Brothers Fisheries, Inc. of Sandusky, Ohio, owns and operates what is considered to be the largest single fishing fleet on the Great Lakes . . . twenty-six boats. Lay uses trap nets, located in Lake Erie, fifteen miles out from Sandusky. Weather permitting, units of the fleet are out at the nets as many as four days every week, March through November.

Within an hour after boats reach port with their catches, fish are sorted, weighed, packed in iced crates and in fast, refrigerated trucks . . . on their way to the dinner tables of America.

The entire Lay Fleet—all twenty-six boats—are Chrysler-powered, and for very good reason. As Edward C. Lay, President and General Manager, puts it, "Like everyone else, we're in business to make money. In these days of fast-changing prices, we've found the best way to do that is to *get our fish to market first* and *in the most economical way consistent with quality*. The Chrysler Engines in our boats play a large part in making this possible."

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CHRYSLER

AMERICA'S NO. 1 MARINE ENGINE

UNLOADING. *"Papoose" unloads its catch of pike, pickerel, perch, white bass and sheepheads. In a few moments fish will be inside fishery awaiting the next step.*

READYING FOR SHIPMENT. *Here another group sorts, weighs and packs fish in crates of ice. Next stop, the market.*

TALKING OVER THE DAY'S CATCH. *Edward C. Lay (right), President and General Manager, and a foreman, Bill Smith. Chrysler Engines are overhauled every three years; some are over twelve years old.*

MONTEREY MUSINGS

Miss Rosalie Maiorana, daughter of Pete Maiorana, well known skipper of the Monterey purse seiner **Diana**, and Mrs. Maiorana, was married last month to Anthony Davi, son of James Davi, and Mrs. Davi.

Anthony is general superintendent of the J-D Packing Co., San Francisco, of which his father is one of the owners. The wedding was in San Carlos Church, Monterey, and there was a big reception at Loma Linda, Watsonville.

* * *

Paul Groszman, and the three man crew of his combination boat **Tuna** got the traditional award of a destroyer for picking up a ditched Navy pilot—20 gallons of ice cream.

The **Tuna** picked Lt.(jg) Frederick S. Dunning Jr. out of Monterey Bay, and Comdr. R. H. Burns, skipper of Lt. Dunning's squadron, presented the fishermen with an engraved plaque with gold wings, commemorating the rescue, and 20 gallons of ice cream.

Why 20 gallons? That's the amount that goes to the largest destroyers.

* * *

The City of Monterey has placed its hopes for construction of a breakwater before two generals and five colonels—representing the board of engineers for rivers and harbors, Washington, D. C.

The presentation was made in Monterey last month and 19 speakers presented their pleas in favor of the breakwater before the board in a two-hour session.

Maj. Gen. Bernard L. Robinson, chairman of the board, told the crowd that a review board recommended last summer that the project be refused.

"The original plans for the breakwater were based mainly on the continuance of the sardine industry. The sardines are gone and it has been felt that the possibility of a return of this industry is not reliable enough to justify an expenditure of nearly $7,000,000," the general said.

Monterey can't expect a final answer to the breakwater appeal, until late next month, nor is a final answer necessarily forthcoming then.

The Monterey Small Boat Owners Association, formed three years ago, has dissolved, it was announced by Horace Andante, manager.

The group originally consisted of about 20 small boat owners who were ineligible to belong either to the union or the Monterey Purse Seine Association. The reason for the move, Mr. Andante said, was simply "too many boats and no fish" at the present time. He said that the fishermen might possibly reorganize later on.

The formation of the association was for the purpose of allocation and dispatching boats according to orders received by buyers and to meet for discussions of other mutual problems.

* * *

The **Providenza**, John Mineo, skipper, and **J. Hernandes**, Joe Cardinalli, skipper, Monterey purse seiners, have left for Ensenada where they will fish for Pesquera de Peninsular.

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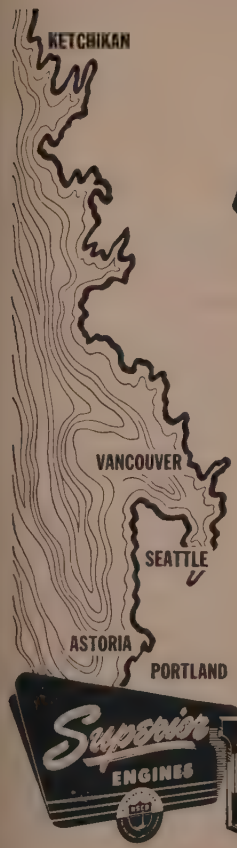

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GM DIESEL
CASE HISTORY No. 34-036

BOAT AND OWNER: 36-foot Troller "ROSE M" owned by Captain Unno W. Uunila of Astoria, Oregon

INSTALLATION: GM 4-51 Diesel replaced 142-H.P. gasoline engine, swings 30" x 22" screw through 3½:1 reduction.

PERFORMANCE: Captain Uunila reports his fuel cost has dropped 60% since he switched from gasoline to GM Diesel power. He says, "My GM Diesel gives me steadier trolling speed, greater dependability and lower operating costs."

It pays to STANDARDIZE on

GM GENERAL MOTORS DIESEL POWER

Steadier Trolling—60% Less Fuel Cost

SINCE HE SWITCHED FROM GASOLINE TO GM DIESEL POWER

When working off Astoria, the "ROSE M" trolls at 500 r.p.m. for 14 hours at a stretch; to fishing grounds and return takes 2 to 4 hours at 2200 r.p.m. In 800 hours' operation the 4-51 valveless General Motors Diesel used only 1097 gallons of fuel oil, or 1.37 gallons an hour.

Captain Uunila, with 21 years' experience in 17 fishing boats, says, "This new GM 4-51 Diesel is *the* small fishing boat engine of today and the future."

This compact "free-breathing" 2-cycle valveless Diesel not only gives Captain Uunila steadier trolling but equal or better cruising speeds than his previous higher-rated gasoline engine. Its simpler design means fewer moving parts—longer life—lower maintenance costs. It is rated 87 s.h.p. at 3000 r.p.m. (54 continuous *working* s.h.p. at 2200) and takes up little more room than gasoline engines of equal performance. It gives small fishing boats Diesel safety and *will pay for itself in fuel savings alone.*

See your nearby GM Diesel distributor for full details on the new GM "51"—the small Diesel for small fishing boats. For larger boats, ask him about the "71" or "110" GM Marine Diesels. Regardless of the size of your catch, they'll increase your "net" profits.

DETROIT DIESEL ENGINE DIVISION
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"Sea Lion" Burns, Crew Row Five Hours to Safety

Five San Francisco fishermen rowed for five hours one night last month through high running seas, and reached shore at Gaviota, after their 78' purse seiner **Sea Lion** caught fire, burned and sank northwest of Santa Barbara.

Joe "Jigs" Crivello, skipper, told the Coast Guard that the fire started in the engine room while he was on watch. He aroused the other men, and they fought fire until they saw it was hopeless and went into the skiff.

Sea Lion was on her way to Ensenada where she was to fish for Pesquera de Peninsula. She sank in some 200 fathoms of water. Her value was $40-$45,000 and she was insured. Besides Jigs those aboard were his brother Carlo, and co-owner of the boat; a cousin, Carlo J. Crivello, James Balestreri, and Joe Damato.

Dies While Gillnetting

Oscar V. Rearden, a Seattle gillnet fisherman, was found dead of natural causes in his fishing boat **Patty Don,** adrift in Puget Sound about the middle of November.

His death was discovered by the boat **Messenger,** which towed the **Patty Don** to port.

Winter Work Proceeding At Terminal Island Yard

The former **Camarello** emerged from an overhaul at Al Larson Boat Yard in January as **Miss Universe.** The purse seiner was bought last summer by Jerry Thomas.

The Terminal Island yard installed a Larson-built steel mast, a Northern dragger winch and new brine wells, refrigerated by the Ralph E. Manns Co. To work as an auxiliary, a General Motors diesel was installed.

On the **Sharon B,** formerly the **Lina B,** Al Larson's yard has installed a steel mast and boom.

The same yard replaced the **Sheryl's** tail shaft.

Adolph Larson reports an increasing use of Goodrich cutless rubber bearings on the tail shaft of skiffs recently built by the yard.

Sign Hendricks Again Heads Vessel Owners

The Fishing Vessel Owners Association, comprising the Seattle halibut fleet owners, early this year reinstated Capt. Sign Hendricks president of the association. Capt. Haakon Selvar and Capt. Harold Hansen were re-elected to the offices of vice president and secretary, respectively.

Trustees chosen wer: Capts. John Odegaard, Arnold Mathisen, Jacob S. Bassi, Nels Farstad and William Selset.

Fishermen Plan Legal Attact on Boat Tax

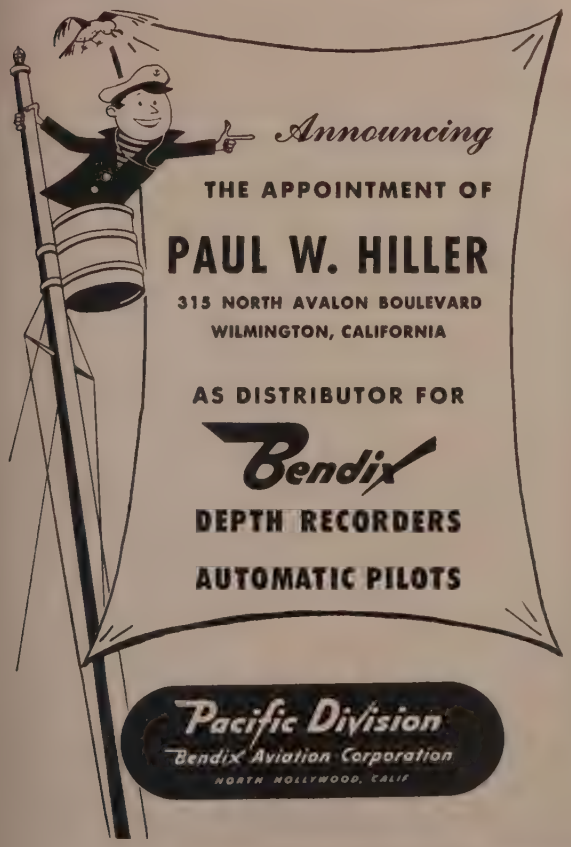
Legal attack upon state taxation of fishing boats as personal property is planned by a group of Seattle fishermen who believe that, as the Federal government has authority to control navigation, states cannot legally tax vessels engaged in navigation, according to M. O. Furford of 9015 Dibble Ave., Seattle, owner of the fishing boat **True.**

He says that legal action to test state property taxes is to be expected, but that it is not expected to involve state fishing license fees.

Cincotta Bros. To Handle Thompson's Water Seal

Cincotta Bros., San Francisco and Monterey fishermen's supply and equipment firm, has been appointed marine distributors for Thompson's Water Seal, manufactured by By-Chemical Co., King City, Calif.

Thompson's Water Seal gives protection against moisture damage. It penetrates beneath the surface of porous materials from 1/16" to 1", forming an expanding membrane that resists water. It leaves no film, and is said to prove most satisfactory to keep water out of boats, decks, cabins, and other marine installations.



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CAPE COD COPPER COMPOUND — the world's finest anti-fouling protective coating . . . A complete guard against *all* marine growth.

HI-TEX
A high gloss and color fast marine enamel — formulated for protection against *all* marine elements. Hi-Tex applies with ease for a self leveling mirror-like finish.

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50 YEARS OF PROVEN QUALITY
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SAN PEDRO SEINE SETS

ANTHONY M., the big Misetich tuna purse seiner, has been equipped with a Coolidge five-bladed propeller at Harbor Boat Building. Lambie Propeller Co. engineered the job . . . Other boats recently tied-up at Harbor Boat for repairs and overhaul include the **North Queen; Sea Scout; New Sea Rover; Southland** (a new bait tank canopy); **Star of San Pedro** . . . the freezership **Sea Lark,** also equipped for fishing tuna with live bait, was docked at Los Angeles harbor in January after unloading about 600 tons of tuna, taken by her gear and by the **Western Clipper,** purse seiner, which was the **Sea Lark's** team-mate on the last fishing trip by the "mother ship." The **Sea Lark** also carries a plane on her bait tank.

SANTA LUCIA II is being refrigerated to work as a tuna purse seiner, fishing for Van Camp Sea Food Co. Baker Engineering Co. of San Pedro handled the job, installing a Frick compressor, 3-cylinder, 3½x 4¼. Three thousand feet of coils have been added to the hold and the two brine tanks. The system will work from a General Motors 60-hp. diesel engine. Joe Vilicich will skipper the **Santa Lucia II,** with Louis di Meglio as mastman . . . Baker Engineering also re-coiled the **Marauder, Anthony M, New Sea Rover, Western Explorer;** and added new condensers to **Star of San Pedro** and **Seven Seas** . . .

BILL and JACK HORNER have finished the job of converting their **American Venture** to an all-electric vessel. The 220-volt system works from two 60-kw. Delco generators. Also new for the purse seiner is a 75-watt Northern radiotelephone and a 125-watt custom-built high seas radiotelephone. Bill Horner, who fishes for Van Camp Sea Food Co., has fished out of San Pedro since 1923—was skipper of his first sardine boat in 1926. Also new for the **American Venture** is a Northern purse seine winch . . . **St. Christopher** of Montery, Joe Giamona, will fish for Van Camp this season. The net was recently dipped in Techknote, supplied by Marine Hardware Co., Berth 73 . . . Also using Techkote Net Life are **Sea Pride, New Sea Rover, Southland,** and **Ronnie M,** John Misetich . . . **Windward,** fishing for Van Camp under Katsu Hamachi, has been refrigerated by the Ralph E. Manns Co. of Wilmington. The system consists of 5x5 Worthington compressor, Manns flat-type marine condenser, and 1800 feet of 1½' galvanized coils.

FISHING southern waters for tuna for Van Camp are the **Columbia,** Steve Gargas; **Discovery,** Matt Fiamengo; **West Coast,** Tom Tamashita; and the **Delores M.** . . . **Pioneer** and **New Sea Rover** and **Anthony M** were scheduled to leave San Pedro in mid-January . . . Recent users of Gold Medal linen tuna netting, supplied by Marine Hardware Co., are: **Western Fisher, Western Monarch, St. Christopher, North Queen, Liberty Bell II, City of San Pedro, Sea Pride, Anthony M, New Sea Rover, American Boy, Pioneer, Discovery, Columbia, Liberator, Stranger, St. Anne of the Sunset, Jackie Sue, Golden West.**

TONY BARCOTT, he of the **Coral Sea,** has been re-elected president of the Fishermen's Cooperative Association for the third time . . . Tony DiLeva of the **St. Christina** was elected vice president; Matt Dragich replaces Slavko Ivancic as treasurer. Matt has the **Sea Scout.** New member of the board of directors is Bill Horner. Andy Tipich of the **Sea Pride** is secretary for 1954 . . .

Tuna Clippers Get New 5-Bladed Propellers

National Steel & Shipbuilding Corporation, San Diego, has installed five-bladed propellers on the major tuna clippers, **Judy S.** and **Normandie.** Many more hook-and-liners will be equipped with the new type prop during 1954, says George Dew, district sales manager for NASSCO.

Eureka Crab Price 14c, With Some Limits

Suspended for a brief period around the holiday season, crabbing operations again were in full swing out of Humboldt Bay and other northern California ports following settlement of a price controversy. Independent boat operators halted operations soon after the December opening when dealers declined to meet a demand for 14 cents per pound, compared to the opening price of 12 cents. Subsequently, however, the dealers met the increased price, although some houses were putting a crate limit on deliveries, expected to be lifted later in the winter season. The majority of crabs were being taken south from Humboldt Bay and northward toward Trinidad, with catches not so good immediately off Eureka.

FOR THOSE
big CATCHES
GOLD MEDAL NETTING
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THE LINEN THREAD CO., INC.
116 New Montgomery St.; San Francisco 5, Calif.
Pacific Coast Distributors: Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria • Pacific Fishing and Trading, Seattle • Tacoma Marine Supply Co., Tacoma • Cincotta Bros., San Francisco and Monterey • San Diego Marine Hardware, Inc., San Diego • Marine Hardware Co., San Pedro and Terminal Island • Nuttall-Styris Co., San Diego. *Canadian Representative*: Western Leckie Limited, Vancouver, B.C.

Crabbers at Eureka Get Off to Good Start

Despite rough weather and high seas at intervals, the interlude of the Christmas holiday season and a brief suspension of operations due to a dispute over prices, crab operations out of Eureka maintained a fairly consistent pace and resulted in fair pondage during the initial phase of the 1954 season extending from the opening date, December 15 to the end of January.

Total deliveries to date at Eureka plants for the period ran to more than 465,000 lbs. Although this figure is about 100,000 lbs. below the 1953 deliveries for the same period, local observers considered it a good seasonal start. The season continues in northern California waters until July 30.

Deliveries kept processing plants busy the greater part of the time. The price at dockside remained stable at 14 cents, after adjustment of an opening quotation of 12 cents.

Meanwhile, crab fishermen were speculating on a phenomenon which has appeared during the current season—the increased presence of female crabs and the relative absence of males in the catches to date. The fishermen also were studying the possible effect of fresh water from Humboldt streams, due to extremely heavy rains and runoffs, on crab migratory habits. Most fishermen, however, were inclined to be doubtful of any relationship.

Best crabbing grounds for the season to date appeared to be in the Crescent City and Trinidad areas, to the north of Eureka, and off the southern shore of Humboldt county, with the area directly off Eureka ranking third.

"Radar" and Skipper Lost

The **Radar,** long an Albacore fisherman, sank off North Coronado Island in mid-January, with the loss of the skipper-owner, Frank Peebler of Los Angeles. The other crewman, Russell Hegwood, was returned to San Diego aboard the Coast Guard vessel **Twin Bee** and treated for exposure.

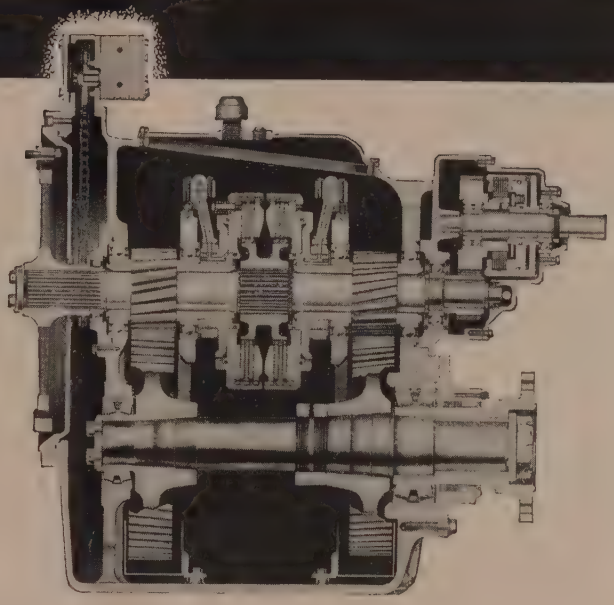
Hegwood reported that the vessel ran onto rocks in rain and fog. He was asleep when the vessel hit. A flood of water came into the bunk through a huge hole and carried him topside. He jumped overboard after a big wave broke over the steel-hulled boat.

"The boat almost landed on me as I hit the rocky beach, and I was almost dragged back into the sea by the second wave," said Hegwood.

He was taken off the island by a boat manned by three Mexican fishermen.

The **Radar** was headed for tuna fishing in Magdalena Bay when the tragedy occurred.

Minimum space... maximum maneuverability



Twin Disc Marine Gears

On any type boat—with any type engine up to 340 hp—Twin Disc can meet your requirements with a complete line of Marine Gears ... designed to deliver dependable, trouble-free performance over an extremely long wear-life.

Compact in design, Twin Disc Marine Gears combine a heavy-duty duplex clutch for forward and reverse with an integral reduction gear. And with full power and speed in *either* direction—controlled by a single lever—Twin Disc Marine Gears offer *maximum* maneuverability.

Nine models of Marine Gears are available, with optional and exclusive features offered—including Fluid Coupling models for smooth, slow-speed trolling without engine-fouling—and Rubber Block Drive that provides cushioned power-transmission and permits reasonable misalignments.

Write Twin Disc for *complete* information.

Twin Disc Model MG-302 Marine Gear, with Rubber Block Drive transmitting engine torque through rubber-in-compression for longer wear-life and cushioned operation.

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TWIN DISC CLUTCH COMPANY, Racine, Wisconsin • HYDRAULIC DIVISION, Rockford, Illinois

BRANCHES: CLEVELAND • DALLAS • DETROIT • LOS ANGELES • NEWARK • NEW ORLEANS • SEATTLE • TULSA

CUT YOUR HULL MAINTENANCE COSTS!

Trevarno Glass Boat Fabric Protects Hull Surfaces Against

water logging **scuffing, leakage**
marine growths **rot, worms**

LESS TIME OUT OF WATER

Trevarno Fabric covering for your wood hull assures you more time for fishing, cuts hauling costs, reduces hull maintenance expense! Trevarno Fabric bonds to hull, seals against leaks, gives you a stronger, better looking boat.

EASY TO APPLY

Trevarno Boat "B" Fabric is scientifically engineered for commercial use. It has tremendous tensile strength, adds shock resistance to hulls and forms a permanent, invisible covering impervious to moisture, rot or petroleum fluids. Trevarno lasts the boat's lifetime—cuts yearly maintenance costs! Just paint resin and hardener on clean, dry hull. Smooth on Trevarno Boat "B" Fabric. Apply second coat of resin and hardener. Then, sand hull lightly and paint, *or leave it natural* (Trevarno lets the wood grain show through, adding to the beauty of your boat.)

DECKS AND CABIN TOPS, TOO

Trevarno Fabrics provide a permanent bonded surface that protects decks and cabin tops from leakage, scuffing, damage from sea and sun. Lightweight Trevarno Boat "A" Fabric is ideal for small boats, topside bulkheads, etc.

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GLASS FABRICS

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COAST MANUFACTURING & SUPPLY CO.
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NORTHERN CARGO HOIST

Sturdy

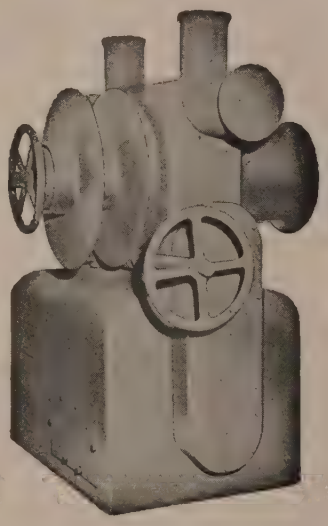
Light Weight

Compact

LOW IN PRICE

A.C. or D.C.

10 hp.



The answer to Fishing and Commercial Boat Operators who need a low-priced, heavy-duty 100% Foolproof Cargo Hoist.

220-440 Volt A.C. or 115 230 Volt D.C. 10 hp. Motor —Bronze and Roller Bearings—100% Galvanized Welded and Cast Steel Construction—Chain, Worm gear and Bearings bath oiled—Bronze Bushings pressure greased—Portable Operating Station on 30 ft. cord standard equipment.

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Manufacturers and Designers of the "NORTHERN LINE" Auxiliary and Deck Equipment

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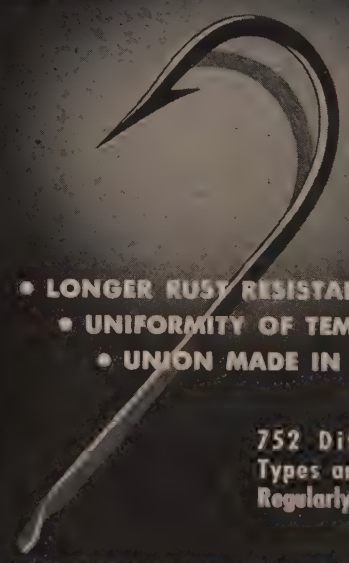
ARNE STROM — HALDOR DAHL

PFLUEGER HOOKS



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- UNIFORMITY OF TEMPER
- UNION MADE IN U. S. A.

752 Different Types and Sizes Regularly Stocked

THE ENTERPRISE MFG. CO., AKRON 9, OHIO
89 years making fine fishing tackle

PFLUEGER A GREAT NAME IN TACKLE
(Pronounced "FLEW-GER")

Moss Landing May Get Boat Repair Yard

Long persistent hopes of commercial fishermen, boat owners and residents of Moss Landing were raised by the announcement that a boat railway and repair yard may become a reality soon.

Wilbur C. Sandholdt of Watsonville, owner of the controlling interest in "the island" has confirmed reports he has been investigating the potential business volume which might be expected to make use of such facilities. There is no other major yard of the size and type contemplated between San Francisco and San Pedro.

Site designated by Sandholdt comprises several acres on the westerly side of Moss Landing inner harbor between the Texaco storage plant and the Union Oil Moss Landing marine store and fueling station.

Tentative plans call for a marine railway extending into the channel which would be capable of drydocking vessels of around 60' but with supports and trackage expandable to haul out craft of the purse seine fleet.

Cross trackage will also be provided for dry land storage of a considerable number of boats, allowing winter season lay-ups and repairs and improvements requiring long period of time. In addition to the railways it is expected various shop buildings will be provided for machine repairs, painting and woodworking.

Sandholdt stated his surveys indicated there would be many more boats moored permanently at Moss Landing if haul-out were possible. A large number of vessels which base at the harbor during the fishing season go to San Francisco, San Pedro and San Diego for the winter because seasonal overhauls cannot be cared for locally.

News of Northern California Boats and Skippers

Year end statistics issued by the Eureka office of the U.S. Customs Bureau showed a total of 175 fishing boats claiming Eureka as their home port. The total is about the same as for the start of the last year. While virtually all these craft are home-based at Eureka, the owners are scattered through the area, from Fort Bragg to Crescent City and including Trinidad and Shelter Cove.

Among recent boat transfers at Eureka, Clarence Hubbard, Bayside, took over ownership of the boat **Lillian** from Harry Shipman.

A. Nordi, Eureka, is the new owner of the fishing boat **Seal,** taking over from Frederico Paolini, San Francisco.

The boat **Neva D.,** owned and skippered by W. Gonsalves, Crescent City, was towed into Humboldt Bay recently by the Coast Guard after running out of fuel off Humboldt bar.

The Eureka Coast Guard recently went to the assistance of the 38' crab boat **Jeanne L,** disabled by engine trouble off Humboldt bay with two men aboard. The boat, skippered by Earl C. Jones, was towed into port.

The dragboat **Mary LaRocca,** working out of Eureka, recently developed motor trouble while entering Humboldt Bay, drifting between the jetties. A hurried distress call by M. D. Guy, skipper, of Trinidad, brought the Eureka Coast Guard to the scene.

The Eureka crabber **Corregidor** went adrift north of Humboldt Bay recently when her engine failed and was towed to port by a crew from the Eureka Coast Guard Station.

Santa Rosalia Builds 15th Shrimp Trawler

No. 15, a 58' steel trawler, has been completed at Santa Rosalia, Lower California, for the shrimp fishing and freezing company "Mar Bermejo." Propulsion is by a D-13,000 "Caterpillar" diesel, with 2:1 Twin Disco reduction, keel-cooled. The power plant was furnished by Shepherd Marine, from its Los Angeles plant. Numbering 15 trawlers built to date at Santa Rosalia, as the name implies, most of them have been powered by "Caterpillars" from the Southern California distributor.

Theo Canepa, Monterey, recently installed a GM 4-51 diesel engine in his combination boat the 35' **Pt. Sur.** The engine was purchased from and installed by the Hover Equipment Co., Monterey and Moss Landing.

"Plymouth's my line"

". . . I have used Plymouth Ship Brand Manila aboard my fishing boat for a long time. It has always been a fine quality product as far as I am concerned. I am particularly pleased with its easy handling and long life . . ."

(signed) Byron B. Bassi, owner
"Salute", Seattle

Whether you fish in the Atlantic, Gulf, Pacific, or Great Lakes, there's a Plymouth rope engineered for your specific needs.

PLYMOUTH CORDAGE COMPANY
Plymouth, Massachusetts New Orleans, Louisiana

PLYMOUTH Cordage Products

Pete Johnson and Skipper Lawrence Thomas, unloading a catch of shrimp from the "Hornet" at Alden Fish Market, Morro Bay. Top right, Frank Brebes, former abalone diver; center, A. M. Alden, fish dealer; bottom, Ralph Horton, Morro Bay Marine Supply Co., and John Ennis, skipper of the "Signe S" and president, Morro Bay Fishermen's Assn. ("Hornet" photo courtesy "Sun.")

Morro Bay Has Good Harbor, Active Fishing Assemblage

One of the good things to come out of World War II was a much needed harbor on California's rugged coast line. Where there were just mud flats and sloughs, the impetus of war and national defense spurred the Navy to build a fine harbor at Morro Bay in 1941. When the Navy took over, the mud flew, the harbor was dredged out and a breakwater built.

When the Navy moved out commercial fishing moved in. Most of the fishermen now using Morro Bay as a home port are from the Pacific Northwest. Situated as it is some 148 miles south of Monterey and 201 miles north of Los Angeles, it is an important harbor of refuge, and also has become quite an important fishing port.

Albacore, bottom fish, salmon, shrimp and abalone are the principal catches.

About 40 fishermen live at or near Morro Bay and dock their boats there. There is an active Morro Bay Fishermen's Association headed by John Ennis, skipper of the **Signe S.;** Earl McCutcheon, vice-president, skipper of the **Skip;** Robert Weir, secretary, skipper of the **Curlew;** Eugene Proctor, skipper of the **Baitwell,** treasurer; and Dudley Rowe, skipper of the **Kay,** director. There are about 120 members in the association.

The principal function of the association, according to Mr. Ennis, is buying Albacore on a cooperative basis, and getting improvements made in the harbor. For example the association members got back more than $20 above the regular price paid for Albacore, Mr. Ennis told a PACIFIC FISHERMAN field editor, and it also got a wing built on the pier.

Albacore wasn't so hot during 1953, according to Ennis. A total of 275 tons was purchased over the fishermen's association dock during last season, according to Dallas Lindsay, buyer-manager. This is about one-third of 1952 tonnage. Actual number of boats selling over the dock was about the same in 1953 as in 1952 but catches were unusually small.

As will be recalled, a couple of years back the California Department of Fish and Game, Marine Fisheries Branch, discovered beds of shrimp off various points on the California coast. One of the best of these beds was near Morro Bay, at Avila.

At Morro Bay the two principal operators in shrimp were A. M. Alden, Alden Fish Market, and Mrs. Betty Jamieson, Jamieson Sea Food Co. Both of these firms deal in fresh fish, crabs, and abalone also.

Morro Bay had a fair shrimp season, according to Mr. Alden, taking in about 100 tons which went to him and Mrs. Jamieson. Mrs. Jamieson's shrimps were distributed by J. P. Flanagan Co., San Francisco.

Mrs. Jamieson started business at Morro Bay shortly after the war, taking over one of the existing abalone companies. Mr. Alden came there in 1950.

Both operate retail fish markets as well as selling wholesale. Mr. Alden told PACIFIC FISHERMAN that he is planning on putting in a crab and shrimp processing building. He is a former fisherman and boat owner. He also operates the Signal Oil Co. marine service station at Morro Bay.

Most of the shrimp was caught by R. G. Murdock, skipper of the **Grace H.,** and Lawrence Thomas, skipper of the **Hornet.**

Frank Brebes, associated with Lawrence Carver, is planning on having a drag boat operation out of Morro Bay. They have a wharf and hoist, and plan to contract with three San Francisco drag boats to fish for them. They have an establishment, up from the waterfront, that allows room for filleting fish, and for freezing. Mr. Brebes is a former abalone diver and has lived at Morro Bay all his life. He is planning on processing shrimp and abalone at the plant as well as bottom fish. Abalone will be packed in ½-lb. and 5-lb. cartons manufactured by the Paperbox Corp., Oakland. He is planning on putting out breaded abalone steaks.

Mr. Brebes worked for Pierce Bros., now of Santa Barbara, when they operated at Morro. He figures that Elmore Abalone Co., Jamieson Sea Food Co., and himself, processed about 30,000 dozen abalone last season. Some abalone was trucked in from Santa Barbara. About seven abalone boats work out of the port.

Dick Kirby is the operator of the San Luis Fish Co. at Avila. The company has a receiving station on a wharf there where flat fish, salmon and other types of fish are received, and bottom fish are filleted.

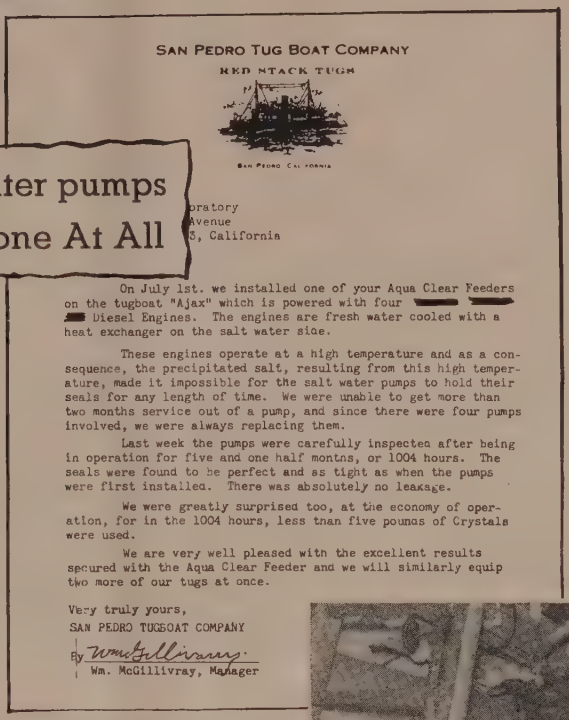
On the same wharf is a receiving station for Pacific Mutual Fish Co., Monterey.

Serving the marine industry at Morro Bay is a well stocked marine supply store — Morro Bay Marine Supply, run by Ralph Horton, and his son, Chad. The Hortons started in business some seven years ago. Among the lines they handle are Columbian rope, Perko marine hardware, and International paint.

Fishing Fleet Get New Radiotelephones

The trend to installation of high seas radiotelephones in the Southern California fishing fleet is emphasized by recent additions of such sets to the **Western Fisher, Western Sky, Anthony M, American Venture, Ronnie M.** The sets, custom-built by Marine Radio Service, are 100-watt units.

San Pedro Tugs SLASH Lay-up time and expense



SAN PEDRO TUG BOAT COMPANY

RED STACK TUGS

San Pedro, California

...boratory
...Avenue
...5, California

On July 1st. we installed one of your Aqua Clear Feeders on the tugboat "Ajax" which is powered with four [redacted] Diesel Engines. The engines are fresh water cooled with a heat exchanger on the salt water side.

These engines operate at a high temperature and as a consequence, the precipitated salt, resulting from this high temperature, made it impossible for the salt water pumps to hold their seals for any length of time. We were unable to get more than two months service out of a pump, and since there were four pumps involved, we were always replacing them.

Last week the pumps were carefully inspected after being in operation for five and one half months, or 1004 hours. The seals were found to be perfect and as tight as when the pumps were first installed. There was absolutely no leakage.

We were greatly surprised too, at the economy of operation, for in the 1004 hours, less than five pounds of Crystals were used.

We are very well pleased with the excellent results secured with the Aqua Clear Feeder and we will similarly equip two more of our tugs at once.

Very truly yours,
SAN PEDRO TUGBOAT COMPANY
By Wm. McGillivray
Wm. McGillivray, Manager

After such surprising results on the Ajax pictured above, as reported in this letter, no wonder the San Pedro Tug Co. has made similar installations on more of its tugs.

Formerly had to replace water pumps every 2 months... NOW None At All

Do you have salt water problems like the San Pedro Tug Co.? They had to replace all 4 water pumps on the average of every two months in each of their 4-engine diesel tugs. You, too, would immediately install AQUA-CLEAR Feeders on your entire fleet—when after 6 months of use every pump was like new, as tight as when first installed. That's $1000 saved every year, on each tug!

The AQUA-CLEAR Feeder completely eliminates the need for expensive, complicated fresh water cooling; many owners of engines with closed cooling have also found it to be a good investment.

This picture in the engine room on the Tug Ajax shows how simply Aqua-Clear Feeders are installed to protect any diesel from the ravages of salt water.

Throw Your Heat Exchanger Troubles Overboard

At last salt water has met its master! For far too long boat owners, naval architects and engine manufacturers have been saddled with the terrific expense of developing and maintaining complicated fresh water cooling because it was believed there was no safe way to cool direct with salt water. The AQUA-CLEAR Feeder has changed all this—it is so simple we should have discovered it years ago! It takes all the bite out of sea water—positively protects all metals in the cooling system from rust, corrosion and electrolysis. It coats the metal with an invisible, microscopic, watertight film so water cannot touch it—actually improves heat transfer. Cylinder heads, manifolds, water jackets, liners, etc., just cannot salt down or corrode.

Saves Replacing Liners

Tug boat owners have reported they have had to replace a liner as often as every 2 months, even operating at temperatures as low as 110°. After installing the AQUA-CLEAR Feeder a tug owner recently reported being able to raise operating temperatures to 160° without salting down, and has not had to replace any liners at all in over 9 months of constant use.

Saves Thousands of Dollars Installation Cost and Expensive Lay-Up Time and Repairs

Avoid all the extra expense, space and complicated piping needed for closed cooling. No cumbersome heat exchangers or exposed keel coolers, no expansion tanks, no extra holes through the hull. Made for all kinds and sizes of marine engines. Costs only $128.75 for 1½-in. pump inlet; larger and smaller sizes in proportion. Stop losses you can avoid with the AQUA-CLEAR Feeder! Write for more information today—use coupon below.

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AQUA-CLEAR Feeders Protect Cooling Systems from Rust and Corrosion

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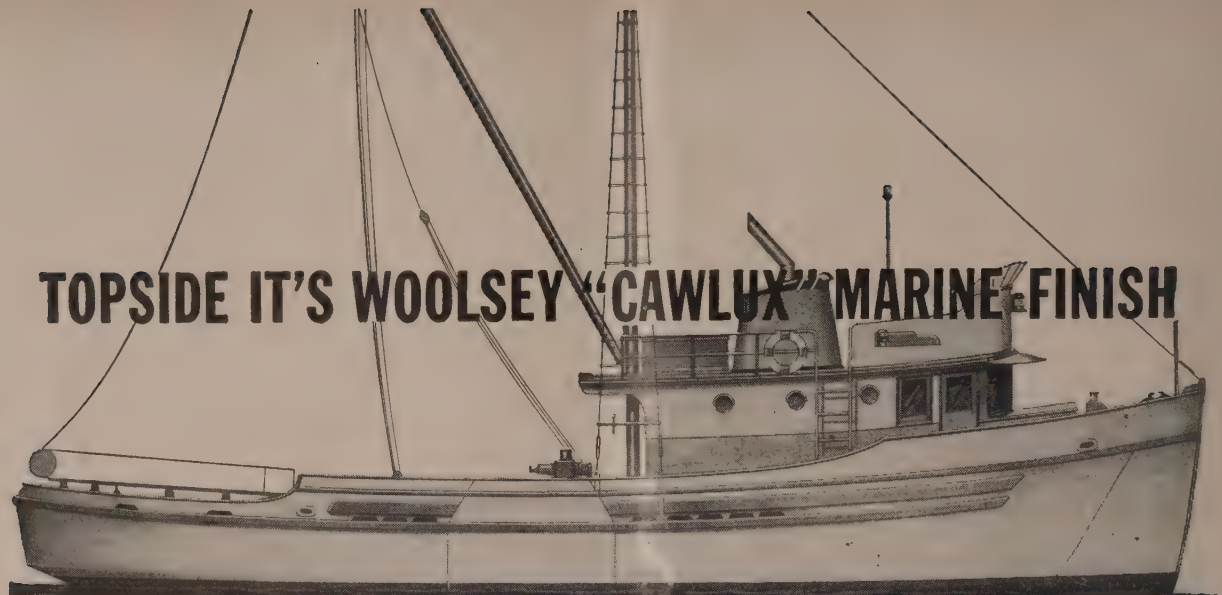
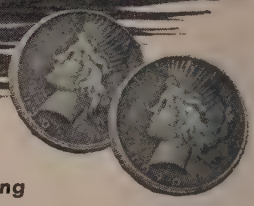


ON THE BOTTOM IT'S "TRADEWINDS" ANTI-FOULING



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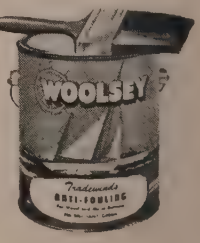
"TRADEWINDS" FACTS—This highly toxic anti-fouling paint provides *season-long* freedom from barnacles, borers, grass and other attachments! For wood or steel bottoms, "Tradewinds" gives a smooth, tough finish in either Rich Red or Brilliant Green. May be applied over new wood or old paint in good condition, recoated in 3 hours, launched after 4 hours.



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SAN DIEGO BITE-SIZE ITEMS

SCARLET QUEEN was an early January tuna delivery, with a fare reported to be only 20 tons short of capacity—250 tons of Yellowfin and 280 tons of Skipjack, for Van Camp. Earl Peterson is skipper . . . **Santa Helena** was also a January arrival, also for Van Camp, after a 77-day trip . . . Manuel Madruga, 38 years with Campbell Machine Co. at San Diego, has retired as naval architect with the yard. Ed G. Bertin, also with Campbell's for many years, is now superintendent and naval architect . . . Dan Battaglia's baby tuna clipper **Electra** has been re-powered with a General Motors 6-110 diesel, developing 230-hp. at 1600 rpm. . . . Van Camp Sea Food Co. has taken delivery of 850 tons of Peruvian tuna, considered to be the largest fish cargo ever to be brought from Peru by reefer ship . . .

VAN CAMP's reduction plant at San Diego is in full swing now. For the first time since the cannery started, it is now prepared to handle its own offal, formerly reduced by American Processing Co. . . . Waterfront reports have it that several new tuna clippers will be added to the Westgate-California fleet. If the order is completed, they will be the first boats to replace the 26 clippers lost in the last two years . . .

CAPT. LAURIE MASSA's **Conte Bianca** in January returned to the California Fish and Game Commission a Yellowfin, tagged by the **Intrepid** a year ago. The tuna was taken 80 miles off the coast of Peru a few days before Christmas. The tuna was not spotted until the cargo was being unloaded at Westgate-California in San Diego. When poled by the clipper, it had traveled 350 miles northwest from the Gulf of Guayaquil and had grown to a length of 36" and had gained 25 pounds . . .

FIVE-BLADED propellers have been installed on the **Paramount,** Joe Madruga; **Sun Europa,** Sam Crivellop; **Navigator,** Joe S. Rogers; **Supreme,** Manuel Correira; and on M. O. Medina's **Normandie** . . . C. J. Hendry has closed its two San Diego stores and will concentrate on the new store on Shelter Island . . . New General Motors auxiliaries are working on the **Unione I** and **Giusseppina,** Models 23300, 2-cylinders . . . Kettenburg tuna tenders have been constructed for the **Sun Dawn,** a 16-footer, Chrysler Crown; **Corsair,** Melvin Morgan, another 16-footer, Chrysler Crown . . . **Ann Dee,** owned by Paul Barton, has been re-powered with a 3-cyl. P & H diesel engine, 2:1 Twin Disc, by Kettenburg Boat Works . . .

Only a few Anchovies No Mackerel, No Sardines

In mid-January a few net boats were trying for anchovies out of San Pedro harbor, but finding only a few —and no mackerel or sardines.

San Pedro Firm Has Branch at Mazatlan

Wm. Hutchison & Associates of San Pedro maintain a store and warehouse at Mazatlan on the West Coast of Mexico. From this store, skippers of tuna vessels fishing offshore can secure service and repairs for their boats.

Rafael Suarez D. is manager of the Mazatlan Store. Recordo de Rueda is field manager for the Hutchison enterprise in Guadalajara and other parts of Mexico. There is also a marine supply store located in the shipyard which is owned and operated by Wm. Hutchison & Associates in Mazatlan.

This organization is also prepared to fly parts by airplane to vessels in need of such service fishing below the border.

Wm. Hutchison & Associates handles the radiotelephone and direction finder equipment manufactured by Applied Electronics of San Francisco; Stroudsberg winches; American Marine Paint; Engine Life Filters; Atlas and Superior engines; a line of English-made pumps; rope; and Japanese netting.

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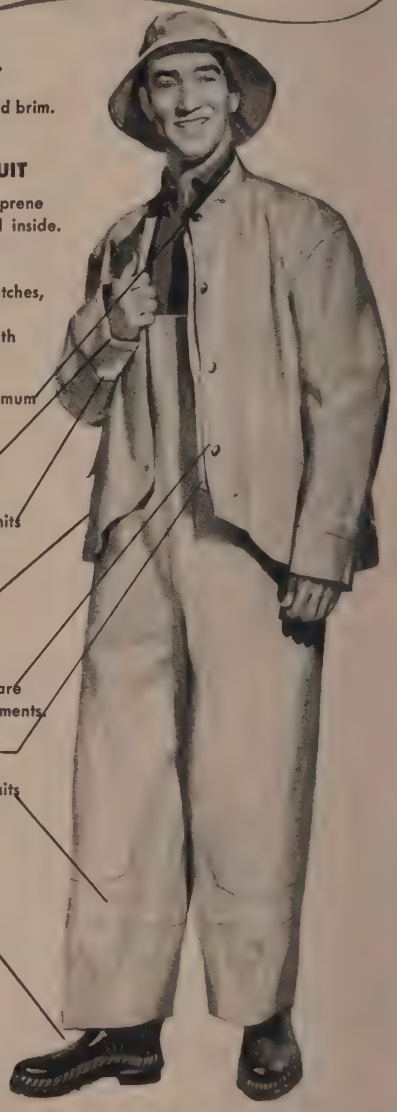

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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE*

Pollution Studies Yield Results

The Washington State Department of Fisheries has recently published a special research bulletin entitled "Toxic Effects of Sulfite Waste Liquor on Young Salmon". The bulletin, the result of several years work carried out at the Deception Pass Marine Research Station near Anacortes, Washington, discloses a number of important facts regarding the toxic effect of sulfite waste liquor on young salmon. Sulfite waste liquor (SWL) is one of the leading forms of industrial pollution and approximately five billion gallons are dumped into the rivers and harbors of the state annually.

The researchers found that seaward and upstream migrants were endangered by the discharge of industrial waste known to contain oxygen depleting components. Concentrations of SWL which were considered as fatal to juvenile salmon were "often" found at field stations where these fish were known to migrate or feed. The decline in the Port Gardner catches of Chinook, Silver, and Chum salmon was associated with SWL pollution in this region. Sulfite liquor may cause the death of young salmon in several different ways. It possesses a high bio-chemical oxygen demand and may deplete the water oxygen necessary for survival of young fish. Five parts per million of dissolved oxygen was given as the accepted minimum for salmon. The liquor in high concentration may kill salmon even when sufficient oxygen is present. The biologists also found that marine food organisms have less tolerance for SWL than salmon. A biological desert may occur wherein food for young salmon in their estuarine phase would be inadequate or totally absent. The susceptibility of young salmon to SWL was reported to increase with age within the range of ages tested and appeared to vary between species. The investigators are to be congratulated for a good piece of work.

***Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.**

Comments, questions and contributions should be addressed to: PETRALE, Care Pacific Fisherman's News, 71 Columbia St., Seattle 4.

Light Shows Fish The Way

Norwegian fishermen are using a new type sinker which lights the way for fish. The novel sinker is called the "lightbeam sinker" and is tubular in shape. Inside the sinker is a small battery and light. The sinker will stand pressures up to 200 lbs. per square inch (equal to a depth of approximately 70 fathoms.) Fishermen using the sinker have reported excellent results.

Regulations Not New

Fishery regulations resulting from scientific research has made important strides during the past decade. However, fishery regulations are nothing new. From the earliest times interest has been shown in the necessity of conserving fry and certain breeds of fish by regulation. There is some evidence that even the Greeks, Egyptians and Romans practiced certain conservation measures. As early as the twelfth century many restrictions and regulations were in force in England. Some of the laws included regulations against using certain methods of catching fish, closed periods for various species of fish and for utilizing certain types of gear, minimum size for mesh used in nets, and minimum size for types of fish landed. These regulations cover many of the laws used by modern conservation programs.

ON THE HOOK

What Kills Bait? Air in the Water

Dear Petrale — A few days ago I received a letter from a relative of mine who lives in Spain, in which he asks for some fishing information, which I hope you can furnish us. The following is what he writes:

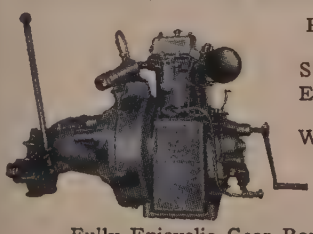
"For tuna fishing the fishermen first fish for anchovy or sardine with nets and while alive dump it into reservoirs which have circulated sea water. These fish are used for bait. The problem is that they can only maintain the fish alive at the most for two days with their pumps. They believe the water froths and that this frightens the fish, so that they knock themselves against the walls and die."

"I assume that in the States they use this method of fishing, which apparently originated in Japan. I would appreciate it if you found out as much as possible of the data on types of reservoirs and pump installations so I can pass it on to the fishermen of Elanchore."—Raymond Lopez, 2019 Matthews Ave., Bronx 62, N. Y.

Dear Mr. Lopez:

From your relative's letter I am inclined to think that he is correct to the extent that the foaming or bubbles in the water introduced into the bait tanks used for their tuna bait is the cause of the trouble. How-

COVENTRY VICTOR MARINE DIESEL ENGINE



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ever, I think that there is little doubt but that the bubles so highly aeriate the water that it kills the fish; rather than that the bubbles frighten the fish and they kill themselves against the walls. We know that in the California tuna fishery they had a great deal of trouble losing their bait until they found that the pump intakes must be located a little distance from the hull of the vessel in order that they did not pick up entrained air with the water; and that the bait tanks should be so constructed that the tanks were full at all times so that the rolling of the vessel did not tend to pound air into the water and raise it above the oxygen content which the fish would tolerate.

I think all of this is dealt with more completely and authoritatively in a paper which C. B. Carlson of the United States Fish & Wildlife Service delivered recently before the Fishing Boat Congress held in Miami, Florida.—Petrale.

Jan. 17, 1954
Mr. Petrale:

In the January issue of the "Pacific Fisherman" magazine your article stated that you would attempt to answer questions from the readers.

I am getting ready to gear a 40' troller and I would like to know of the most efficient way to gear up for tuna. I am hoping to be in the water for the tuna run this year. I would also like to have some information on the Japanese long line. I haven't commercial fished for over fifteen years and I am not acquainted with the method they are using today. Any information you can give me will be greatly appreciated. — George H. Pohl, P. O. Box 583, Taft, Calif.

Answer

The make-up of trolling gear used for albacore fishing has become quite standard along the Pacific Coast with some variation to meet the need of different boats and for the desires of individual fishermen. Essentially, tuna trolling requires two tapering out-rigger poles similar to those used in salmon trolling. The poles are mounted on the bulwarks with the conventional steel cap and pin type fittings so that their angle may be adjusted to the desired heighth. A guy line is attached to each pole and run through a block in the shrouds allowing the poles to be raised, lowered or locked upright when not in use. From each pole three to four troll lines are rigged. In addition two lines are usually trolled from the stern of the vessel. A sketch of a vessel rigged for albacore fishing showing the component parts of the trolling which are needed appears in the United States Fish and Wildlife Fishing Leaflet No. 402. This leaflet may be obtained free by writing to Fish and Wildlife Service at 2725 Montlake Blvd., Seattle, Wash.

Japanese long-line fishing is a method by which numerous hooks are lowered to any desired depth. The main line is fished horizontally below the surface and is usually from 800' to 2000' long. The gear is supported by a number of buoys and is marked by bamboo flag poles. A number of branch lines which vary in lengths are fished from the main line. This method of fishing is similar in many ways to our North Pacific halibut long-line gear; however, it has been adopted for mid-ocean fishing. Recently, a California research vessel, the **N. B. Scofield,** made excellent catches of tuna in tropical waters off Central America with this type of gear; however, little success has been obtained using this longline for albacore fishing on the West Coast of the United States. A full description of Japanese long-line gear has been published in the FWS Leaflet No. 317. You may obtain this leaflet by writing the Service at the previous given address.

HARRY BOCHAU PASSES

Harry Eply Bochau, 77, a pioneer Bay Center crab fisherman and fish packer, died at a South Bend hospital, January 28.

Bochau was born at Astoria and had lived at Bay Center for the past 56 years.

find fish faster

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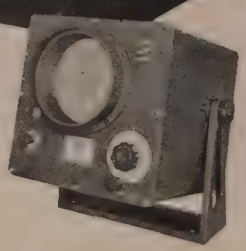

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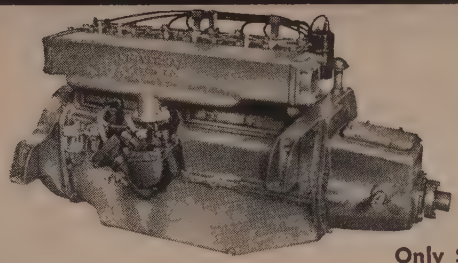

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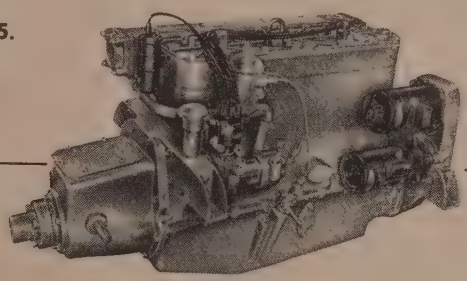

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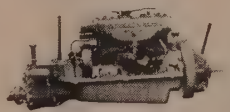

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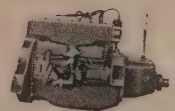

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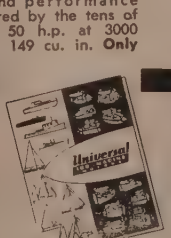

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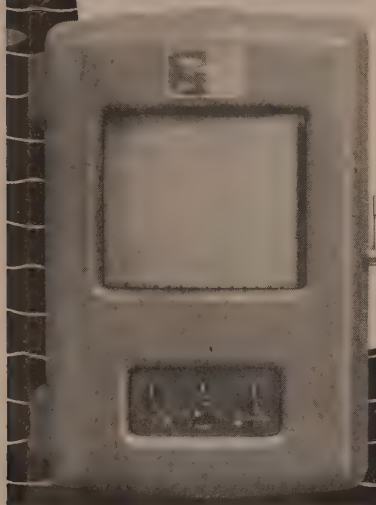

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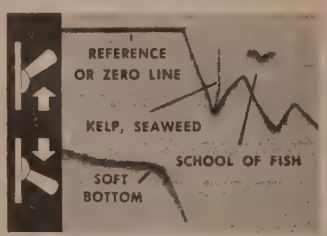

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Fishscope Gives Picture Of Fish 25 Times Enlarged

A new electronic fish-finding device, which greatly magnifies the view of fish below, has been announced by the Edo Corporation of College Point, Long Island, N. Y. Already in use and producing remarkable results, the new fish-finding device is known as the Edo Fishscope.

First installation of the Fishscope was recently made on the trawler **Surf** out of Rockland, Maine. On its first trip with the new Edo equipment, **Surf** made an exceptionally fine haul of 325,000 pounds of Rosefish on a 13-day trip to the Grand Banks. The success of this trip was attributed largely to the effectiveness of the Fishscope.

It employs latest applications of electronics and sonar, many of which have been developed by Edo during their extensive research, development and manufacture of under water detection equipment for the United States Navy.

The Fishscope consists basically of a unit which is mounted in the wheelhouse and which gives the captain an actual view on a television tube of the ocean bottom and other submerged objects. It has a range of 0 to 250 fathoms and, because of the relatively large size of the picture tube, readily picks up schools of fish below. Once such a school is spotted, the Fishscope magnifies that particular view 25 times, permitting in some cases actual identification of individual fish.

This magnification is accomplished merely by flipping a selector switch to change the range from 0 to 250 fathoms to a ten-fathom sector. A large, vernier-controlled dial is then turned to center the greatly enlarged view of the fish school in the face of the tube. The exact depth is then read off the dial.

The information comes from a single transducer mounted in the ship's hull which sends out a conical "beam" of sonic waves, whose width is 100 feet at 100 fathoms depth. Since the Edo transducer also receives these returning echo signals, a second receiver in the hull bottom is not necessary.

Because of the tremendous magnification of fish schools on the Fishscope, a trawler captain can get a much clearer idea of the potential catch and can even determine the type of fish found. It tells him whether a set would be fruitless or profitable and also gives him warning of obstacles or obstructions which might damage his nets. Because of its clear picture it also tells the skipper when further trawling will not be profitable.

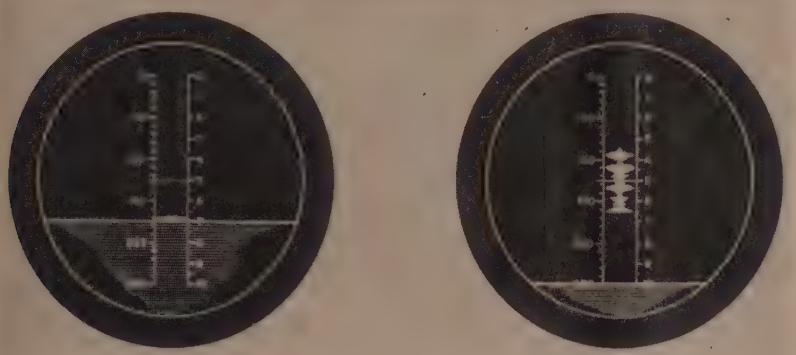
The Fishscope also serves as a very accurate depth indicator.

The indicating unit itself is contained in a heavy-duty cast aluminum cabinet which is rugged and spray-proof. It is gimbal-mounted and can be installed on a pedestal, bulkhead or overhead. The Motor/Generator set can be installed anywhere to convert 6, 12, 32 or 115 DC to 110 AC current.

Particular attention has been paid by Edo's sonic engineers to quick servicability while at sea. The electronic equipment consists of basic assembled units, which can be unplugged or plugged in the same manner as an electronic tube. By carrying spares of these units, virtually any malfunction can be quickly corrected by replacement. Accessibility is assured since the chassis can be quickly removed from the case. Heavy duty ribs protect equipment when the chassis is turned over or laid on its side. Dimensions of the compact unit are 15" wide, 14" high and 19" deep.

In addition to installation on the "Surf," the Fishscope has already been installed on several other fishing vessels operating out of New England ports and preliminary results have been hailed as outstanding with better than average hauls in far less time than normal.

The Fishscope is a natural outgrowth of a long series of under water detection devices developed for the Navy by the Edo Corporation. Established in 1925, Edo has specialized in marine equipment and since World War II has emerged as one of the principal research and development centers for sonar devices. Much of the Edo equipment has been produced in quantity for the U. S. Navy. Its Model UQN-1B deep depth sounder is now being installed as standard equipment on Navy vessels and has been in use for years on survey vessels. With a range of 0 to 6000 fathoms it is the first depth sounder that will indicate or record any known ocean depth.



HOW FISHSCOPE MAGNIFIES 25 TIMES—Sketch at left shows how school of fish appears at 170 fathoms just above ocean floor while Fishscope is set at search range of 0 to 250 fathoms. To get clear picture of school, Fishscope can be switched to show a 10-fathom sector as at right.

Fremont Electric Announces New Line Heavy Duty Batteries

The Fremont Electric Company has announced a new line of heavy duty marine batteries built to meet the rigid requirements of the marine industry.

For many years Moore McKinley, president of the Fremont Electric Company, has felt that boat owners, fleet operators and others in the industry needed a high quality battery at a lower price and with a longer guarantee.

Thus it is that the "Fremont Bonded Battery" is now offered to the boating trade, as well as the commercial, industrial and automotive trade as the answer to this need.

The Fremont Electric Company in announcing the new line state that the "Fremont Bonded Battery" is custom built in the Pacific Northwest to the rigid standards of quality required by the company; that the battery design permits quick recuperation of power after any abnormal heavy drain due to hard starting or extra power requirements of equipment in use aboard a vessel; and that protection by an established performance bond to insure both the boat owner and the dealer a quality performance under the provisions of the guarantee.

"Fremont Bonded Batteries" are manufactured in three grades; Super Duty, Heavy Duty and Standard quality. According to the company these bonded batteries will give extra service, longer life plus the benefit of delivery from a local factory.

Bob Lewis, left, president of Consolidated Net & Twine Company and Willard Branch, right, one of the firms officials show Marion Storfold, center, new office manager for the firm the features of Starrlock Netting and Spongex floats.

New "Narco" Firm Handles Cummins Marine Diesel Sales

Cummins Diesel Sales of Washington, Inc., Northwest distributors of Cummins diesel engines, has announced the formation of North Coast Marine Engine & Equipment Co., 2300 Commodore Way, Seattle, to handle its marine diesel sales and service for this territory. The new company will be represented by the trademark "Norco." Cummins manufactures marine diesel engines ranging from 100 to 600 hp.

Thirty-one year old Francis Brink has been named to head the company as sales and service engineer. Mr. Brink has been a Seattle resident for the past 14 years and served in the Navy from 1942 to 1945 as a chief motor machinist mate. Following his discharge he shipped between Seattle and Alaska on freight and passenger ships while preparing himself for his marine engineer's license. He later became port engineer for Oceanic Fisheries Co. and sales engineer for Prothero Boat Co. The latter position took him into every major port on the Pacific Coast.

Says Mr. Brink: "We feel that the Cummins diesel marine engine has a great future in this area and we at Norco will endeavor to give Cummins engine owners the best service possible."

Simultaneous with the formation of the new company is the announcement by Cummins of their new marine engine which is claimed to be the lightest weight of any marine diesel produced in the 80 to 125 continuous horsepower range. The JMS-600 weighs 21.1 pounds per rated horsepower when completely assembled with reverse and reduction gear and all other accessories necessary for a complete boat application. Compactness is one of the features of the new diesel as it has been built for boats where space is at a premium. It measures 66½ in. from the front to the take-off flange of the gear—24-21/32 in. from crankshaft to the highest point on the engine—overall width 27½ in. allows adequate space around engine when

Paul Hiller, left, consults with his new sales manager, Robert W. Geddes.

installed. JMS-600 is a six cylinder, 4-cycle, 4⅛ in. by 5 in., and a piston displacement of 401 cubic in. Compression ratio 15.5 to 1. Cummins engineers rate the JMS-600 at 140 hp. at 2200 rpm. for pleasure boat applications; 123 flywheel hp. at 2200 rpm. for heavy duty applications, work-boat, fishing, etc. Complete weight 2450 lb. including accessories.

Bob Geddes Now Sales Manager for Hiller

Two marine experts join forces, Paul W. Hiller, who recently celebrated his 25th anniversary as a supplier of marine equipment, and Robert P. (Bob) Geddes, who has become sales manager for the Paul W. Hiller organization. Geddes heads the new Hiller electronics department, featuring Bendix depth recorder and automatic pilot distribution. In January Hiller announced that his company had been apharbor area for the marine division of Minneapolis-Honeywell, whose latest product is the Sea Scaner. Geddes formerly headed the marine division of Bendix Avipointed distributor in the Los Angeles ation, Pacific Division, North Hollywood.

Changes in Field Personnel Announced by Detroit Diesel

Several changes in the Pacific regional field sales and service organization of the Detroit Diesel Engine Division of General Motors have been announced by E. F. Bentley, general sales manager of the Division.

Bart W. Patrick, formerly sales representative in the Division's northwest zone, which includes the states of Oregon and Washington, has been moved to the New England zone in the same capacity.

J. T. Hanna, former service representative in Oregon and Washington, becomes sales representative in the same zone, and Harold J. Vaughn is moved from the service training department in Detroit to the post vacated by Mr. Hanna.

New Dealers for Kaar

Kaar Engineering Corporation, Palo Alto, Calif., specialists for more than fifteen years in the manufacture of marine radiotelephones, direction finders, and also mobile radiotelephones, announce the recent appointment of the following authorized Kaar dealers: G. L. Electronics, 905 South Vermont Avenue, Los Angeles, and Kenneth A. Adams, Bethel Island, Calif.

Staff Additions for Consolidated Net & Twine

According to a recent announcement Robert M. Lewis, former vice president of the company has been elected president of the Consolidated Net & Twine Company, Inc. Lewis is well known to many fishermen operating in Puget Sound and Alaska waters.

Another familiar figure among fishery people, Marion Storfold, has also joined the staff of Consolidated Net & Twine Company. She has most recently represented the herring boat owners and skippers in their Washington, D.C. efforts for the 1954 season. She has worked in Alaska at Port Armstrong and other herring ports and is now the office manager for the Consolidated firm.

Consolidated Net & Twine are the local distributors for A. M. Starr Net Company, American Manufacturing Company, Sponge Rubber Products and other lines of importance in the fishing industry.

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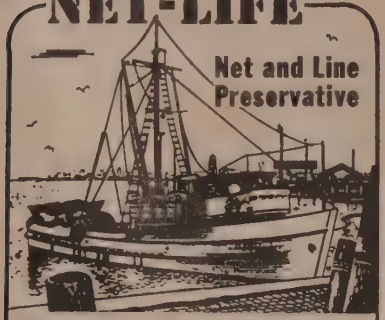

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FOR SALE: Matched pair 500 h.p. 8-268A GM diesel engines. 2½:1 reduction. First $10,000 takes the pair. Also 2 rebuilt 6-71 GM diesels $2000 each. Bolinger, 912 E. Anaheim, Wilmington, Calif. TE 4-8467.

FOR SALE: Boat C. L. BROWN, length 35.9, width 11.7, depth 5.85. Built 1945. Diesel, radio, salmon gurdies. Seaside Clam Co., Warrenton, Oregon.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new! Priced for quick sale. SHERMAN SUPPLY CO., 2456 - 1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

FOR SALE: FOURWINDS—40' double-ender, Cat diesel, fully equipped, ready to fish after successful history since built in 1950, as owner has bought larger boat. $13,500. Don Woodward, broker, Moss Landing, Calif.

FOR SALE: Monk design steel boat 48' x 13'10" x 5½'. Built 1948. Adaptable to any type fishing also tug, carries 2200 gal. fuel (double bottom) sleeps 6, gross 31 tons completely equipped. C. M. Negstad, 1322 S. E. Madison, Portland, Ore.

FOR SALE: 38 ft. Monterey-built (1945) "St. Expeditus" now called "Saint". Ideal seiner or Albacore. 45 h.p. Caterpillar main, 10 h.p. Petter auxiliary. Gurdies, boom. Radio, iron mike, refrigeration. Priced right. In S. D. Write W. L. Mors, P. O. Box 1063, Del Mar, Calif.

FOR SALE: Boat Donna VIII 38'x10'6", New 6 cyl. GMC Diesel. Ref. 8½ tons. Auto Pilot, 40 watt, 2-way radio, D.F. Fathometer, tank. Bait net, folding S. Fish Plank $2000 Sea Bass nets and anchors. Lots of extras. $8500 cash or terms. A. Eichhorn, 2320 Elden Ave., Costa Mesa, Calif. Phone BEacon 6438W.

FOR SALE: NORTHERN ISLE—56' all-purpose troller, net and drag, built Martinolich 1945, GM 6-71 diesel, refrig. 6 bunks, radio, DF, Fathometer, $26,000. Don Woodward, broker, Moss Landing, Calif.

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Chas. Henne Replaces Hicks with Columbia Gillnetters Union

Charles F. Henne, Tidewater, Oregon, has been named executive secretary and manager of the legislative committee for the Columbia River Fishermen's Protective union, it was announced today.

Mr. Henne replaces R. J. Hicks as executive secretary and will continue to handle the legislative affairs of the union.

The election of new officers was held Friday night here.

R. J. Bristow, Wauna, was elected president of the union replacing Ray Holtgrieve, Bridal Veil. Other officers elected at the meeting were Robert Lindstrom, Astoria, vice president; and Albert Keranen, Astoria, re-elected treasurer.

Mr. Hicks, who has been executive secretary for the last two years, after replacing Henry Niemala, said he probably would go back to gillnet fishing during the spring season

No Help from State

The California State Unemployment Insurance Appeals Board has rejected a proposed regulation to permit commercial fishermen to draw partial unemployment insurance benefits if they have a poor catch.

The ruling was described as "very unfair" and a "great disappointment to Monterey fishermen by John "Bricky" Crivello, business agent for the Monterey AFL Seine & Line Fishermen's Union.

"We are the only workers in California not covered by partial unemployment benefits and the ruling is unjust and discriminatory," said Mr. Crivello.

Monterey fishermen have contended before the board they are entitled to partial unemployment benefits if their earnings are less than $25 per week. This would enable skippers to assemble crews to go out and search for fish, they said. As it is fishermen lose their benefits the minute they step on board a boat, the state holding they are employed whether or not fish are caught.

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SAN FRANCISCO SOUNDINGS

Lyman A. Woodruff, skipper of the hook-and-line boat **Muriel,** recently took out her old heavy duty engine and replaced it with a new GM 2-71 diesel. The engine was purchased from and installed by Shore Line Diesel Maintenance Co., Fishermen's Wharf, San Francisco. Mr. Woodruff also purchased new controls for the boat and a Freeman Metal Mike.

* * *

The well known San Francisco purse seiner **Pearl Harbor** is chartered to Judson-Pacific-Murphy Steel Co., and she is being used as a work boat on the repair job on the Golden Gate Bridge, and on the new Richmond-San Rafael bridge. John Aiello, her owner, has been retained as skipper.

* * *

The San Francisco dragger **Admiral King,** Benny Pignati, skipper, is being equipped with two side winches made by splitting her Northern Dragger winch at the Tacoma Boat Building Co.

She will be used for deep water dragging, fishing for the F. Alioto Fish Co., San Francisco. A. Segale, Fishermen's Wharf, is making the installation of the winches.

* * *

Friends of Philip "Freckles" Vella, crewman on the purse seiner **Providenza** and well known San Francisco fisherman, were offering him condolences on the death of his wife last month.

Recently the Vellas made their home at Morro Bay, where Freckles operated his small boat **Jo-Ann.** He has now sold this to Paul Spadaro, Monterey, former owner of the purse seiner **Santa Anna.**

* * *

Frank Billante, San Francisco, who is having Seeno Boat Works, Pittsburg, build him a combination boat, has purchased a GM 4-71 diesel engine with Twin Disc 2-1 reverse and reduction gear from Shore Line Diesel Maintenance, Fisherman's Wharf, with which to power the craft.

The San Francisco trawler **Giuseppe Maria,** of which Joe Cresci is skipper, recently struck a log coming into the Golden Gate, doing considerable damage to rudder and propeller. She is being repaired at Madden & Lewis Co., Sausalito.

* * *

A. Ingberg, San Francisco, had the GM 6-71 diesel engine of his boat **Leona** completely overhauled at Shore Line Diesel Maintenance, Fishermen's Wharf, San Francisco, as did Fred McGuire, owner of the **Betty Fern,** and Vince Sancimino of the **Mary II.**

Jerry No. 10, a party fishing boat owned by Jerry Vest, has been powered with a rebuilt GM6-71 diesel engine purchased from Shore Line Maintenance, Fishermen's Wharf.

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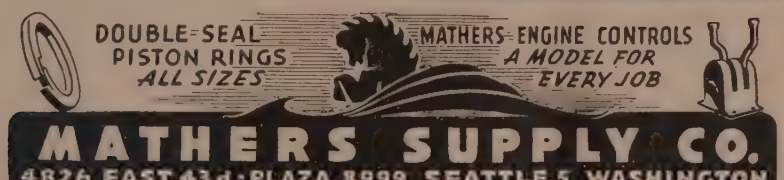

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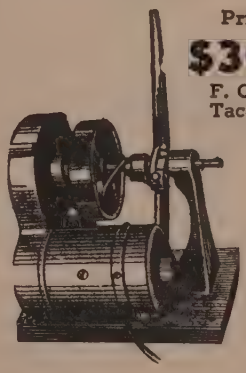

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CONTINUED REHABILITATION of the Fraser River Sockeye fishery was discussed at the two-day winter session of the International Pacific Salmon Fisheries Commission in Vancouver. Members as photographed by Pacific Fisherman during the session: left to right—A. J. Whitmore, Elton B. Jones, Robert J. Schoettler, H. R. MacMillan, Senator Thomas Reid.

Late-Type Adams River Sockeyes are Mainstay Of Fraser Run in 1954

Early-season operations in the Fraser River Sockeye fishery this year may not be particularly rewarding, but the Adams River run gives every indication of being larger than in the previous cycle year and the general picture is better than it was in 1950; the payoff will be in August.

In brief, that was the prospect presented to members of the International Pacific Salmon Fisheries Commission and its advisory board and independent operators and fishermen at the winter meeting in Vancouver, B. C., by Loyd A. Royal, director of the commission's work.

"I'm not predicting what the Adams River run will be because I simply don't know," said Mr. Royal, "but I do know that there will be plenty of fishing and packing facilities to take care of it, and I'll say this — that the Adams River Run gives every sign of being larger than during its last cycle year, 1950."

But Mr. Royal admitted that the early-season outlook was not too bright. "Gillnetters as well as purse seiners may have difficulty making a profit in July, but they should do all right in August," he said.

Mr. Royal's review of the 1953 season and estimate of some of the problems to be faced this year were the feature of a two-day session of the Commission. Chairman Robert Schoettler presided, and other members present were Senator Thomas Reid, Elton B. Jones, H. R. MacMillan, A. J. Whitmore.

Hear Advisors March 12

Suggested regulations governing the 1954 season affecting Fraser River Sockeye were announced. The Commission will meet at Bellingham March 12 to hear representations from the Advisory Board before taking final action. One of the highlights of the proposed new regulations is the emphasis placed on the efficacy of nylon nets.

Concluding the discussion, Mr. Schoettler remarked that he doubted whether there was a parallel anywhere to the scope of the biological program undertaken by the Commission on the Fraser River and to the efficiency of the staff in dealing with the many and complicated problems relating to the building back of a great fishery. Nowhere else had such success attended a fishery rehabilitation effort. The program demonstrated over and over again the amazing capacity of Nature to survive and the productivity of streams when given a chance to make their full contribution to the fishery. The job of the Commission, said Mr. Schoettler, was a continuing challenge.

Problems For 1954

Some of the difficulties expected by Mr. Royal in 1954 regulatory control of the Fraser River Sockeye fishery were summarized as follows:

1. The unknown size of the Canadian purse seine catch (percentage of the Adams River run) in the Straits of Juan de Fuca; and similar lack of knowledge concerning the intensity of gillnetting in that area.

2. Estimating the size of the Adams River run in United States waters sufficiently early to adjust regulations in the United States for catch division and escapement purposes. Failure to determine this estimation fairly accurately and prior to the end of the fishing season means (a) An extra closure in Canadian waters at the expense of division (in the case of a small run); or (b) substantial surplus in the total Canadian catch at the expense of U. S. fishermen; or (c) an excessive and dangerously high escapement (in the case of a good run) at the expense of the 1958 run.

3. The unknown increase in the number of units of fishing gear in U. S. waters.

4. Untested efficiency of nylon nets on the Adams River run while the fish are lying off the mouth of the Fraser River.

5. Estimating the size of the potential harvest of late Adams River fish in advance of September 16 closed season on the Fraser River. Failure to determine this estimated harvest accurately will result in a deficit or surplus in the total Canadian catch or in the escapement of a large number of biologically undesirable fish at the expense of the 1958 run.

How Will Nylon Work On Milling, Drifting Fish?

Mr. Royal pointed out that the coming season would determine to some extent the effect of nylon nets on "drifting" fish, such as in the Adams River run. It is known that nylon gillnets are remarkably effective when fish are actually under way, but they may not be any more effective than linen nets when the Sockeye are "drifting." However, it should not take long to find out, said Mr. Royal.

Amplifying his forecast of the 1954 Fraser Sockeye run, Mr. Royal said he looked for a "very poor June and July fishery," although catches are expected to exceed those taken in July during the previous cycles when fishing was permitted. Total catches of the two previous cycles to July 31 were: 157,000 Sockeyes taken by Canadian fishermen and 131,000 taken by U. S. in 1942 for a total of 288,000; and 127,538 Sockeyes taken by Canadians and 40,752 by U. S., for a total of 168,290 fish in 1938. June and July

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fishing was not permitted in 1946 and 1950.

1954's Basic Objectives

The basic principles supporting the suggested 1954 recommendations were given as follows:

1. Maintenance of even fishing pressure each year on the June and July races, the desired catch-escapement ratio being 4 to 1. No exceptions are expected to apply in 1954.

2. Increased protection on August runs to offset seasonal increase in efficiency of nylon gillnets in the Fraser River and to permit slight increase in the escapement ratio of the late midseason runs.

3. The provision of 1,000,000 to 1,500,000 fish escapement to the Adams River area depending upon the size of the run.

4. The closure of the Fraser River in Canadian District No. 1 and Areas 17 and 18 on September 16, and until the desired Adams River escapement is obtained.

5. The biologically desirable harvest of late-running Adams River fish remaining in the Fraser River fishery after the desired escapement is obtained by the closure beginning September 16.

6. Equal division of the catch between Canada and the U. S.

1954 Regulations Outlined

Suggested regulations for the U. S. are: 1. Forty-eight hour weekly closures beginning June 25 and extending to September 6. 2. Termination of Sockeye fishing season September 30. For Canada: 1. Areas 19, 20, 21 and 23—Forty-eight hour weekly closures beginning June 25 and extending to August 30; Areas 17 and 18 and District No. 1—A. Seventy-eight hour weekly closures from June 25 and extending to August 4; B. Ninety-six hour weekly closures from August 4 and extending to August 25; C. Seventy-eight hour week-end closure following August 25; D. Forty-eight hour weekly closures from September 1 and extending to September 16; E. Closure September 16 until adequate escapement is assured; F. Termination of Sockeye fishing season on October 14. Weekly closures above Pattullo Bridge will be extended by four hours.

It was explained that there might be some modifications depending on conditions developing during the fishing season. In the U. S., for instance, short closed seasons after August 22 might be ordered if the estimated Adams River run consisted of significantly less than 5,000,000 fish. There would also be a permissable increase in fishing time after August 22, if the run is significantly above 5,000,000, and there is a possibility of a closure of the Point Roberts area after September 1 if an equal division of the catch between the U. S. and Canada is jeopardized by periodic "blowbacks" of Adams River Sockeye lying off the mouth of the Fraser.

Here's the big 85" diameter Coolidge 5-bladed wheel which propels the 132' steel tuna clipper "Paramount" on her long voyages to the tuna banks out of San Diego. Capt. Joe Madruga, owner-skipper, expressed himself as being well pleased with the performance of the new prop and commented upon the lack of stern vibration, particularly when the vessel is put into reverse. The "Paramount" is powered by a 1120-hp. supercharged Superior diesel, turning a 7" Monel shaft.

For Canada, closure of District No. 1 and Area 17 and 18 was possible prior to September 16 if an equal division is jeopardized by increased efficiency of nylon nets, but such a closure would not interfere with the biologically desirable harvest of late run fish after the specified escapement is secured.

High Seas Closure Set

On the high seas, a 48-hour weekly closure beginning June 25 and extending to August 30 is another possible modification.

Answering a question by Richie Nelson, head of Nelson Bros. Fisheries, Vancouver, who expressed some fear that, toward the season's close, the Canadian quota might be made up by inferior tail-enders and that some of the regulations might interfere with the catch of White Springs, Mr. Royal said he appreciated the problem and gave assurances that the Commission was anxious to get adequate escapement just as early as possible and that with a short closure the quality of fish would not be much reduced. The Commission aimed to get the peak of the escapement from the peak of the catch.

Recalling the performance of the various Fraser River tributaries during the past season, Mr. Royal reported that the Stellako and Birkenhead, although originally thought to produce fast-moving runs, were evidently not consistent and sometimes subject to delays.

1953 Season Experience Generally Rated "Excellent"

The past season ended with a catch more than double that of the preceding cycle and the largest for Canada since 1913 on a cycle basis, with similarly the largest escapement. The only competing cycle was 1941. The division of the 1954 catch on the Fraser was 49.47 percent to Canada and 50.33 to the U. S.—a difference of about 40,000 fish out of a total of 4,000,000 fish caught. The past season had been definitely satisfactory, from the standpoint of rehabilitation, economics and division of the catch.

The unusual run to the Chilko was one of the season's surprises. Another remarkable feature of the season was the fact that the "slop-over" creeks feeding into the early Stuart run, evidently over-spawned in 1949, when there was virtually no catch, produced more Sockeyes than the main streams.

Rejuvenation of the Quesnel River run was one of the outstanding features of the year, and it defied critics of the Commission who had argued that the value of the Sockeye potential was being exaggerated to discourage power development. The Quesnel River demonstrated the tremendous potential in Sockeye spawning areas when properly safeguarded and encouraged.

"We have a long way to go, but there is no reason not to expect a big run to the Quesnel in 1956 and it will be based on an escapement of 105,000 fish instead of the 20,000 which supported that fishery during the past cycle year," said Mr. Royal, who admitted that the season had not been without its dark side—the abnormally heavy mortality of fish before spawning in the late Stuart run, for instance. This was equivalent to an escapement that had produced one million fish.

Howard Sturgis Heads N.F.I. By-Products

Director of the By-Products Division of the National Fisheries Institute is now Howard Sturgis, a leading figure in the field of fish reduction on the Atlantic Coast, where he has been manager of the by-products department of the Gorton-Pew Fisheries Co., Gloucester, Mass., for a number of years.

His boss, F. M. Bundy, president of N.F.I., reluctantly permitted him to succeed Wayne Waller with the Institute in the interests of maintaining the high standard of the N.F.I. By-Products Department leadership.

Hawaiian tuna fishermen unload their day's catch fresh and in prime condition alongside Hawaiian Tuna Packers' cannery in Honolulu. Fish are always delivered fresh and not frozen. Hawaiian tuna is a popular fish in the retail fresh fish markets. However, the largest buyer of fresh tuna is Hawaiian Tuna Packers, Ltd., which cans more than three-fourths of all of the tuna caught in the Hawaiian Islands. Canned Hawaiian tuna is marketed here in the continental United States to high quality private label houses, and under the company's Royal Hawaiian brand label.

Oysters Are Again Important Product on Grays Harbor

The Grays Harbor oyster industry is coming back, after several years of comparative inactivity, to become a major contributor to business, employment, payrolls and economy.

The industry had a brief spurt of activity for several years and then died down. Scientific experiments spread over several years have brought about a revival.

Two plants, the Coast Oyster company's Grays Harbor City plant and the Sherwood Oyster company operation at Markham, now are devoted exclusively to oyster packing. The Coast company owns about 6,000 acres of oyster lands in the Grays Harbor area, according to Charles Johnson, manager of the operation and the plant, he estimates, probably ranks third in size on the West coast, being exceeded only by the Coast Oyster company's South Bend plant and the Bendiksen Oyster company's Nahcotta operation.

The Coast company's pack of fresh oysters, late last fall, averaged from 1,500 to 1,600 gallons a week with shipments going to the Spokane Fish company, Safeway Stores, Inc., and many buyers in California.

The Sherwood company, which opened about five years ago, is managed by Edwin Sherwood of Aberdeen, a member of the Sherwood family which pioneered oyster growing in the Willapa Harbor area. In addition to handling oysters from his own property and beds, Sherwood also purchases from several growers in the area, most of whom have beds in the tidelands sections along the south side of the bay.

Off-Soundings Albacore Search Is Initiated

One phase of the correlated Albacore investigation being undertaken by the Pacific states through the Pacific Marine Fisheries Commission and by the Federal government through the Pacific Oceanic Fishery Investigations was initiated this winter by the latter agency.

O. E. Sette, POFI director, announced assignment of the Investigation's two research vessels **Hugh M. Smith** and **John R. Manning** to an Albacore survey project which will cover an area of 2 million square miles of sea lying north and northeast of Hawaii.

This area is believed to be the easterly complimentary manifestation of the current and upwelling area in which the Japanese find their winter long-line Albacore fishery in the waters north and west of Hawaii.

The present POFI undertaking will involve a primarily oceanographic approach, supplemented by biological and exploratory studies. The **Smith** will be concerned primarily with oceanographic determinations, while the **Manning** will conduct fishing trials and will seek to collect biological samples and data.

The work is directly under the supervision of Donald L. McKernan, assistant director of POFI, and former Oregon Fish Commission research director, a post in which he was largely concerned with studies of Albacore in Pacific Northwest coastal waters.

Smallest Sardine Season Since 1915

California's sardine season came to a dismal end January 31 and you would have to search back in the records to 1915 to find a worse one. The 1953-4 season ended with 2,620 tons caught; 64,384 cases packed. This was a smaller season than the 1952-3, when 3,619 tons were brailed; 64,819 cases processed. The 1915 pack was 47,234 cases.

Petersburg Freezers' Capacity Is Increased

Both cold storage plants at Petersburg, Alaska, are being largely improved this season.

The Kayler-Dahl plant is receiving an addition 20 by 100' which will increase its storage capacity from 2,000,000 to 3,000,000 lbs., and its daily freezing capacity from 45,000 to 100,000 lbs.

The Petersburg Cold Storage Co. plant is adding 400,000 lbs. to its storage capacity at an investment of $35,000.

Improvements at both plants will be completed by the opening of the halibut season.

Fisheries Open House Billed at Seattle

Annual open house of the Fish and Wildlife Service laboratory, Seattle, will be held March 8 and 9. The laboratory is located at 2725 Montlake blvd., and the public is invited without charge.

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

March 1954

Stronger Tone in Salmon Sales is Noted in East

(Staff Reports from the field.)

WASHINGTON — Canadian canners attending the first meeting of the International North Pacific Fisheries Commission here in February were of the opinion that the higher prices on Pinks and Chums quoted by American salmon sellers, together with the prospect that the United Kingdom will take a fair amount of Sockeyes, will go a long way toward firming the salmon marketing situation throughout North America.

They did not think that the remaining stocks of Canadian Pinks which are available for export to the United States are sufficiently large to have any depressing effect on the market, due to the exceedingly short over-all supply. Some Pinks—not many—still remain uncommitted in Canada, but the opinion seemed to be that most of the Pinks available for export had already been earmarked, although perhaps not shipped.

* * *

NEW YORK CITY—Salmon movement at the new prices for Pinks and Chums has not been active, because the trade had been forehanded in anticipating the advance and had stocked-up at the lower prices.

Thus, the going-into-Lent salmon movement largely took place before the middle of January; and buyers generally have a comfortable inventory position, although the stimulus resulting from the national tied-to-Lent joint promotion program is expected to produce retail movement which requires replenishment.

Shrimp Imports Show Increased "Brown" Variety

Mexico's Pacific shrimp last month was arriving in Southern California at the rate of around 500,000 lbs. weekly which, if it continues until the end of the 1953-4 season, ending July 31, and allowing for the sharp reduction as the season wanes, would mean probably no more than 20,444,000 lbs., not as much as had been anticipated.

U. S. importers were somewhat concerned over the increased arrivals of brown shrimp instead of the favored blue variety. During early February, shrimp arrivals at Guaymas were running as high as 60% brown. These were being caught by deep-water trawling all along Mexico's west coast.

Wholesale quotations remained high for all counts although somewhat weaker than last year. Under-15 was quoted, for top quality, layer pack, name brands, at 93c per lb., against 95c at the same time last year. Count 16-20 was offered at 85c, whereas last year it was quoted at 90c, and so on.

National stocks in cold storage, although some 10,000,000 lbs. higher than in 1953, and some 5,000,000 lbs. higher than the last five-year average, were not concerning west coast shippers much, as the demand for shrimp is continually increasing, and such stocks are needed as a buffer for the approaching off season.

Southern California Canned Fish Markets

Quoted F.O.B. Pacific Terminals at Presstime

Tuna—	
Advertised Brands:	
White Meat, Fancy	$16.50-$17.50
White Meat, Chunks	$14.25-$15.25
Light Meat, Fancy	$16.50-$16.75
Light Meat, Chunks	$14.25-$14.75
Light Meat, Grated	$10.50-$10.75
Private Label:	
White Meat, Fancy	$15.00-$16.00
Light Meat, Fancy	$14.50-$15.00
Light Meat, Chunks	$13.00-$14.50
Grated	$10.00-$10.25
Mackerel—	
Pacific, tall, nat.	$9.00
Jack, tall, nat.	$8.50
Anchovies—	
5 oz. 100s t/s	$6.75- $7.75
Talls, 48s, t/s	$7.60
Sardines—	
No quotations on domestic.	

Washington Oysters Make Fast Trip to California

Fresh oysters, taken from Twin Harbors area waters on Thursday and opened and packed on Friday, are rushed by truck to San Francisco and Los Angeles markets for sale to Monday morning shoppers.

This is accomplished by efficient and speedy methods developed by the trucking industry to handle perishable products.

An important part of the method is the use of "straight through" trailers, which are transferred from one trucking line to another for the trip South. Shipments average 41,000 pounds of canned or fresh oysters per trailer and loads are made up three times a week during the season by the Coast Truck Lines of Aberdeen.

Soviet Russia Sells Australia Canned Fish

Australia will import about $3,600,000 worth of canned salmon and crab from Russia under a new contract, according to announcement made by the Soviet commercial attache in Canberra, who said that the deal will help balance the two nations' trade account which has been running about 20 to 1 in Australia's favor owing to shipments of wool and meat from "down under."

The dollar shortage in Australia has eliminated that market from consideration by Canada, traditionally the main supplier of canned salmon, for the past three years. However, British Columbia canners are hopeful that eventually Australians will be able to buy their canned salmon and other fish products from the West coast.

Walter Johnson Returns To Pacific Northwest

Walter Johnson, who for the past year or so has been associated with J. P. Flanagan Co., San Francisco sea food brokers, has returned to Seattle to rejoin the Fishermen's Federation, Inc.

New Sea Pak Products Distributed in Calif.

Washington Fish & Oyster Co. of California, San Francisco, is now distributing two new Sea Pak items, processed by the Seapak Corp., St. Simons Island, Ga.

These are breaded fillets, and breaded fish sticks in 12-oz. consumer packages. They are most attractively packaged.

Trubenbach & Scheffold Get Salmon and Tuna Sales Account

Salmon & Tuna Sales Co., Seattle, has appointed Trubenbach & Scheffold, Inc., exclusive sales agents for the New York City area, for their line of salmon, tuna and crab.

B.C. Packers, Ltd. Open So. California Sales Office

Don M. Haywood has been placed in charge of the newly-opened sales office for British Columbia Packers Ltd., to serve the Southern California markets. Mr. Haywood recently returned to the company after a period of service with the Canadian government in behalf of the Colombo Plan Fisheries program in Ceylon.

Here's a new version of tuna-in-glass, solid-pack Albacore in a fancy container, produced by Franco-Italian Packing Co., Terminal Island, Calif., for S. S. Pierce & Co., New England's famous fancy grocers.

Franco-Italian Packs Glassed Albacore Specialty

During the past year Franco-Italian Packing Co. has introduced, for national sale, its "Superior" brand of tuna-in-glass.

Packed at its Terminal Island plant, only the loins of locally-caught, fresh (not frozen) Albacore are used. The 5-oz. jar has been especially designed for this tuna pack. The foil label is supplied by Western Lithograph Co.

This is, of course, exclusively a hand-pack product. After the jars are closed on an Anchor-Hocking sealing machine, they are submerged in water in a water-tight vertical retort, three baskets to a retort.

A sizeable order for the new Superior tuna was recently filled for S. S. Pierce Company, one of Boston's outstanding high-grade food specialty stores.

Franco-Italian Packing Co. is one of the oldest fish canneries in Southern California, organized in 1924 by Joseph M. Mardesich, who was before that time associated in the establishment of French Sardine Co. He was the third generation of his family to engage in the fish processing business and pioneered many developments in the industry until his death in 1951.

He was succeeded as head of the firm by his son, Joseph M. Mardesich, Jr. Franco-Italian also packs tuna under the Gem of the Sea label; and mackerel and sardines. Henry W. Abts Jr. is vice president and sales manager; Ben Nicholson, plant superintendent.

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"Southern Seas" Shrimp Now in New Carton

A new carton design and an intensive campaign of merchandising for "Southern Seas" Brand will feature the 1954 Wilbur-Ellis Company frozen shrimp program.

The new five-pound package is a two-piece stitched carton that makes possible greater packing efficiency and provides easy inspection of the contents. The cover design is a modernized version of the long-established Southern Seas package. These new cartons will be shipped into Pacific Coast markets starting in January. They are produced by the Paperbox Corporation, Oakland, Calif.

The world-wide organization of Wilbur-Ellis Company has been used effectively to develop expanded sources of quality shrimp for Southern Seas Brand. This brand has been consistently advertised to dealers and consumers for a number of years, and will continue to be the principal Wilbur-Ellis Company label.

C. F. BUELOW COMPANY INC.

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Alaska and Puget Sound Canned Salmon
Crab Meat
and Northwest Tuna

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Smith Tower, Seattle 4, Wash.

"Fishsticks" Production Spreads to Pacific Coast

After their rocketing rise in the East, frozen "fishsticks" came to the Pacific Coast as a production item in January when the Safeway Stores introduced their version of the product in their frozen food cabinets.

The Safeway item, which appeared under Safeway's "Captain's Choice" label, differs substantially from the "fishsticks" generally offered throughout the eastern stores. It consists, according to the label, of "shredded halibut, fresh milk, eggs, cracker meal, spices, salt, fried in vegetable oil."

Obviously, the trimmed meat of halibut, finely shredded, is mixed with the other ingredients to form a mix or dough similar to that used in making fish balls. This is extruded in a broad bar, which is cross-cut to produce the individual pieces.

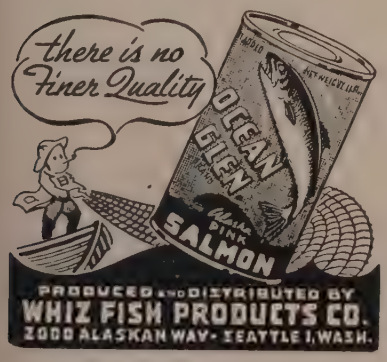
The fish sticks are not **deep** fried, but "shallow fried" in hot oil, presumably while being conveyed through the oil mechanically.

"Captain's Choice" fishsticks are custom-packed for the Brighton Fish Co., Safeway's fish subsidiary. They are priced at retail at 49c for the 10-oz. package.

Pet Milk's 400 Men Build Salmon Sales

With the middle of February, 400 field men employed by the Pet Milk Sales Co. began covering more than 100,000 Class A retail grocery stores and food markets throughout the country in the spring campaign in which Canned Salmon, Inc., is tied-in with the milk company and other related foods in the promotion of a Lenten casserole built primarily on salmon.

As this issue closed they were building displays and furnishing the retailers with the sales helps counted upon to put salmon compellingly before millions of housewives.



Here is the new "Pacific Pearl" product and package, vacuum-packed "Alaska" shrimp, frozen in a light brine in this "orange juice" size freezer can. Contents averages 75 shrimp to the tin.

Frozen Cocktail Shrimp Wet-Packed in Cans

A distinctive Pacific seafood was offered in a new pack and package early this year when "Pacific Pearl" Cocktail Shrimp was introduced by Ivar Wendt, Seattle, to the frozen food trade.

The tiny shelled shrimp, pink and plump, 75 of them in a 6-oz. tin, are vacuum sealed in a light brine and fast-frozen. They have been cooked before freezing and are ready for use as they come from the can, requiring only a few minutes for defrosting. This fact, together with the protection afforded by the wet-style pack, carries them to the consumer without loss of any of the delicious freshness and flavor which makes these little, pink Pacific shrimp a treat for the gourmet.

"Pacific Pearl" shrimp come from recently-developed fisheries along the northern coast of Vancouver Island, British Columbia. The variety is identical with that which has been used for many years for the production of picked shrimpmeat in Southeast Alaska; and which recently has been fished to a limited extent at several points along the California and Oregon coast.

The 6-oz. "frozen orange juice" can contains a net weight of 3½ oz. The familiar "Pacific Pearl" label has been adapted to run the long way of the can, as the frozen shrimp will be displayed with the can-packed frozen foods in the refrigerated cases of high-class food stores. The label has been cunningly designed by Schmidt Lithograph Co. in such a way that brand name and product identity are visible from above at all times.

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With Pimento and "MSG" Added

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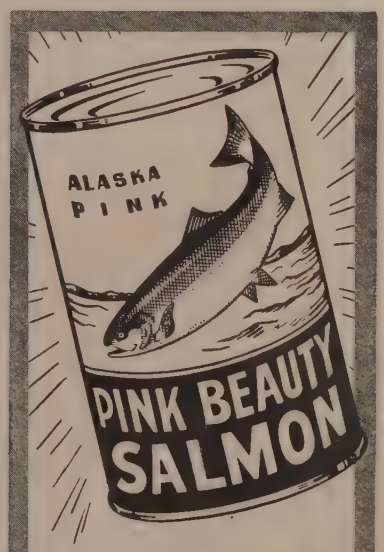

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Mackerel Pack Must Be Bolstered with Imports

California's mackerel fishery fell 71% below 1952, and was the least productive since 1945. The 1953 pack was 593,042 cases as against 589,617 cases in 1945. This near-disaster will result in the U. S. becoming an important importer of canned mackerel —as well as sardines—in 1954.

In tonnage the 1953 figure was 23,-864 tons, whereas the 1952 yield was 82,878 tons. Breakdown was: Pacific, 3,501 tons; Jack, 20,363 tons, against, Pacific, 9,253 tons and 73,625 tons, Jack in 1952.

California packers began looking to other sources of supply in early 1954 and the west coast of South Africa looked very promising. There, a score of canneries were preparing from the early-season catch, to meet orders from California and elsewhere.

Just how much had been committed for shipping to this country was not known in February, but it was important tonnage in the canned product, processed in 1 lb. natural, 48s.

Quoted wholesale prices for the product, laid down at any U. S. port of entry, were reported to be from $6.00 to $6.35, with an import duty of 70c per case on mackerel; 30c on sardines.

Another Heat & Serve Dish For the Harried Housewife

Freeman Certi-Fresh Fresh and Frozen Sea Foods, Los Angeles, has added a new, cooked, frozen product to its line: Heat'N Eat French Fried Fish Sticks. The package contains ten uniform breaded sticks. The new package joins the Freeman line of frozen, consumer-packaged fish, consisting of breaded sole, perch, rockfish, cod; scallops, haddock, Columbia River smelts, skinless fillets of cod, chum, chinook salmon; halibut, sole, rockfish, swordfish, mountain trout, ocean perch; breaded, french fried, and green shrimp; and eviscerated crab.

South African Firm Seeking U. S. Markets

Marty Silverman, part owner and sales manager, West Point Fishing and Saldanha Bay Canning companies, South Africa, paid Wilbur-Ellis Co., San Francisco, a visit last month. Main purpose of the trip is to find outlets for South African canned sardines and mackerel. After leaving San Francisco, Mr. Silverman went to Los Angeles, and then made a swing through the Southeastern states where the principal U. S. markets for his products are located.

largest line of seafoods under one packer's label
Bumble Bee
quality keeps customers sold
COLUMBIA RIVER PACKERS ASSN., Inc.
Astoria, Oregon

Star-Kist Marketing Frozen-Tuna Pie

Frozen tuna pie, with national distribution, is now being marketed by Star-Kist Foods, Inc., reports J. G. Scharer, the firm's vice president in charge of sales and advertising.

Sold under the Star-Kist label, the pie utilizes Yellowfin tuna, which is shipped in four-pound cans from San Diego to Omaha, where the pies are now being processed. The tuna is canned at High Seas Packing Co., an affiliate cannery in the Star-Kist organization.

The pie, in addition to tuna, contains peas, water, non-fat dry milk solids, flour, shortening, peppers, monosodium glutamate, seasoning and artificial coloring. The package is a seven-ounce unit and the pie is enclosed in an aluminum dish ready to slip into the oven and bake.

Star-Kist is the first major tuna packer to enter the frozen tuna pie field, and new product will have behind it Star-Kist's aggressive merchandising efforts which have established their products on a national basis: Star-Kist tuna and Star-Kist tuna egg and noodle dinner.

In Los Angeles the product is now being sold through the Safeway chain of food stores.

Harry Low Leaves Salmon for Lumber

Harry O. Low, long-time cannery superintendent with the P. E. Harris companies, early this year decided to give up salmon canning and purchased a retail lumber business in Seattle's North End. One of the best-known and best-liked superintendents in the salmon business, he will leave quite a gap in it.

Fishery Technologists Schedule Seattle Meeting

The 1954 meeting of the Pacific Fishery Technologists Association will be held at the University of Washington School of Fisheries, Seattle, March 18-20.

Topics to be discussed will include: the chemistry of fish proteins; current developments in fishery technology, which will be divided into (a) new products, (b) new methods of canning, and (c) new products from and uses for fish oils; technological problems with regard to standards; and quality control and the evaluation of quality.

San Xavier Stock

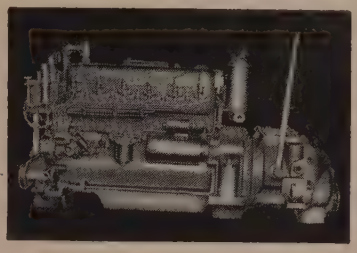
Frank E. Raiter, president of the San Xavier Fish Packing Co., Monterey, has purchased the outstanding stock in the company owned by John Funsten and the Louis Oleari Estate, and is now sole owner of the company.

During the latter part of January a conference was held in Seattle with H. W. Rose, president of the Linen Thread Company, and other Linen Thread officials with the key people at the Pacific Marine Supply Company, Linen Thread netting distributors for the Pacific Northwest.

The meeting was the occasion of Mr. Rose' first visit to the Pacific Coast where he met with the Linen Thread netting distributors from California to Puget Sound. PACIFIC FISHERMEN took this picture during the conference. Seated, left to right: H. W. Rose, president, The Linen Thread Co. and Edward Cunningham, president, Pacific Marine Supply Co. Standing, left to right: John Richardson, PC manager, Linen Thread Company, Phil Andrews, manager, cannery department, Pacific Marine Supply Co., Theodore Dahlstrom, sales manager, Linen Thread Company, Robert D. Ladd, vice president and general manager, Pacific Marine Supply Co. and T. L. Thompson, Northwest representative, Linen Thread Co.

Company headquarters have been moved from San Francisco to Monterey. B. P. O'Connor, who was connected with the San Xavier company for 31 years, and was vice-president, is now in the shipping business with his own company Pacific Agencies Co., which was formed in 1937. He maintains his offices at 311 California street.

POWER TO SPARE



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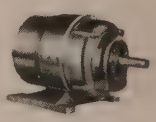

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Gustafson Named Field Sales Director

E. Earl Gustafson, former president of San Diego's Farmers' Market, has been named field sales director, Westgate-California Tuna Packing Company, San Diego. He will enter markets where problems exist and work them out with the company's district managers and brokers. He will work directly under Sales Manager Larry Kaner.

Mr. Gustafson worked originally in the Westgate Sea Products Company, under Wiley V. Ambrose; later he went into the food brokerage business and was credited with introducing "Breast O' Chicken" canned tuna into the Los Angeles metropolitan area in 1950.

Bertram Named Fleet Manager for Van Camp

Phil Bertram has been named fleet manager, Van Camp Sea Food Company at San Diego, succeeding Henry Olsen, retired. Phil has been with Van Camp since 1946 in various capacities from fleet operations to sales promotion and advertising. For four years he was one of two promoters on the popular radio program, "Voice of the Fisherman," and in all has conducted eight radio shows, all connected with canned-fish promotion.

Portland Food Brokers Elect L. A. Smith

The Portland Food Brokers Club recently elected L. A. Smith of the Jackson-Smither Brokerage Co. club president for 1954, succeeding Joe E. Gard.

James Young of Mailliard & Schmiedell was chosen vice president and Art Fewel of M. J. Edwards Company was elected secretary-treasurer.

Fishery Operating People Acquire P. & L. Company

P & L Manufacturing Company, Inc., Anaheim, Calif., is a completely new corporation acquiring the real and personal property of the P & L Welding & Machine Works, Inc.

President is E. L. Heinrich; vice president, Paul A. Shaw; secretary-treasurer, Lawrence Pomerantz; general manager, Vincent F. Kearns, Jr.; general sales manager, S. Ross Hatton.

Mr. Heinrich is connected with Wilbur-Ellis Company; Mr. Shaw, a scientist, formerly with Terminal Island Sea Foods Ltd., and developer of the Shaw Air-Lift Drier; Mr. Hatton was also with Terminal Island; later with West Coast Packing Corporation.

The company has a world-wide reputation for fish canning and reduction equipment, among these being the De-Watering Press, hammer mills, steam cookers, and the Air-Lift Drier. Wilbur-Ellis Company will continue to be foreign sales representatives for the new corporation.

California Firms May Set Up Freezer Plant in Peru

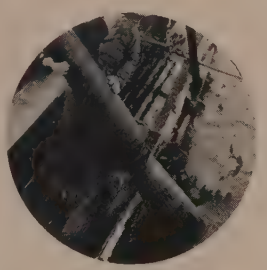
In association with Wilbur-Ellis Company, National Marine Terminal, Inc., will explore the possibility of raw fish procurement off the South American coast, and maintenance of a freezer plant at Paita, on Peru's north coast. From this association Westgate-California Tuna Packing Company will benefit.

Plans are for tuna caught off South America to be kept frozen in the Paita plant and then transshipped to San Diego for processing. The freezer will have a holding capacity of more than 1,000 tons.

The expanding operations for Westgate may be expected, according to company officials, for some of its large fleet of vessels to go down there under charter to operate out of Peru on a "stay-below" basis. The fish would be sent up to San Diego either by reefer ship or mothership.

DeSilva Attends POFI Meeting in Honolulu

James S. DeSilva, president, California Tuna Canners Association, Terminal Island, was in Honolulu last month to attend the annual meeting of the Pacific Oceanic Fisheries Investigation, February 15-16-17.



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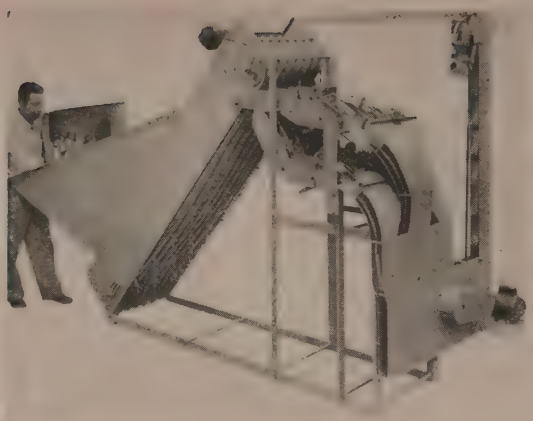

This new can feeder has a capacity of 700 cans per minute.

New Can Unscrambler And Feeder Developed

John Albertoli, well known designer and builder of canning equipment, at 418 Beach st., San Francisco, Calif., has developed a new, compact, and inexpensive can unscrambler and feeder.

The machine has a capacity of 700 cans per minute. It is 11′ long, 7′ high, and 5′ wide, and is driven by a 1/3 hp motor.

Norman Roesling Passes

The many friends of Norbert S. Roesling, 55, a partner in R. J. Roesling & Co., San Francisco, well known factors in the fish meal and oil business, were shocked to learn of his death after several weeks of illness.

He leaves his wife Grace; a daughter Mrs. Jeanne Roesling Prouty, and a son, Robert F., as well as his brothers R. J. Roesling, Cyril, and Emil, and two sisters.

Late Fall Sales Slump Trims Van Camp Net

Van Camp Sea Food Co. net profits for the initial six months of its fiscal year, ended November 28, were lower than for the previous corresponding period. Net profit of $357,579, equal to 79c per share, was compared to $432,732, or 97c a share, for the like period.

End-of-the-year sales, booked for immediate delivery, and for early January, showed a substantial increase over October and November, which were in such a decline that "profit gains as compared to 1952 were more than wiped out," Gilbert C. Van Camp, president and chairman of the board, reported.

San Diego Firm Purchases So. California Fish Corp.

National Marine Terminals, Inc., San Diego, has purchased the Southern California Fish Corporation, Terminal Island, packers of "Blue Sea" tuna, sardines and mackerel. Officers and stockholders are changed, but the company will retain its corporate name.

Preston Hogue has been named president; William L. Robinson, vice president, and Robert Miller, secretary-treasurer. Plans for future operation of the Terminal Island cannery were not yet formulated by February 1.

L. H. Holland, president of Southern California since 1952 and connected with the plant since 1921, has retired.

Star-Kist Executives Visit South Africa

Joseph J. Bogdanovich, president, Star-Kist Foods Inc., Terminal Island, accompanied by his wife, was vacationing in Europe last month. The Star-Kist head had been in South Africa, investigating sources of canned supply of small fish, and was accompanied there by Nick Trutanic, head of production, and J. G. Scharer, sales manager.

Fatal Accident Takes Peruvian Manager

The California fish industry was shocked to learn of the death last month in Lima, Peru, of Bernhard H. Kitchens, 40, manager of Peruvian operations for Wilbur-Ellis Co., San Francisco.

Mr. Kitchens was fatally injured when the auto in which he was riding was struck by a truck. He had been with Wilbur-Ellis Co. for the past 16 years, and before leaving for Peru was manager of of the Peninsular Packing Co., and Custom House Packing Co. in Monterey. He leaves his wife, Nancy, and a young son and daughter, as well as his step father and his mother.

Max Gorby Tours Europe

Max J. Gorby and his wife were on a tour of Europe, crossing the Atlantic after attending the NCA and brokers' conventions at Atlantic City. The head of California Marine Curing & Packing Company, Terminal Island, expected to return to his desk some time in March.

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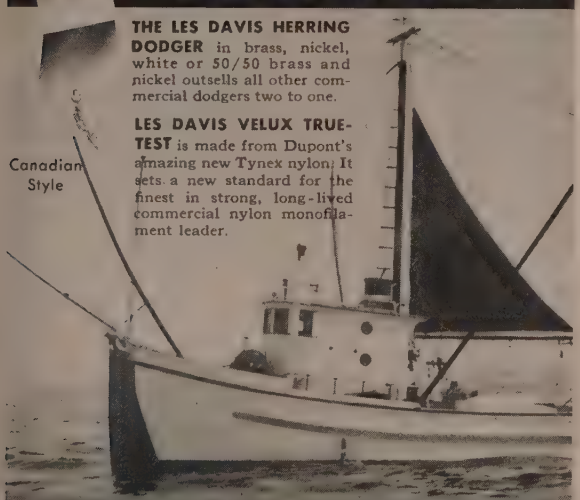

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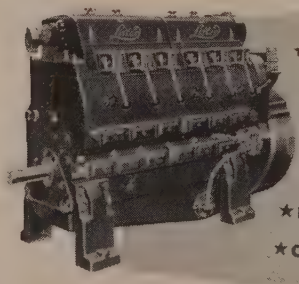

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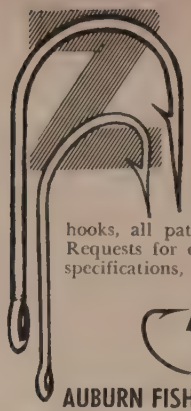

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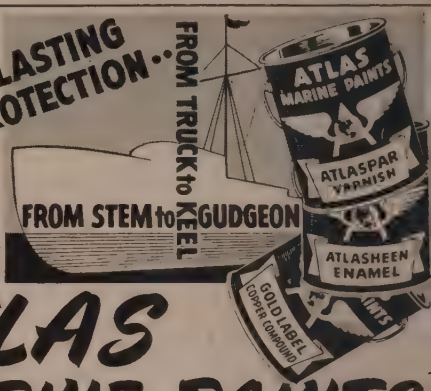

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LINES and LEADERS

Howard C. Johnson Becomes General Manager Ederer Division

Howard C. Johnson, the new General Manager of the Ederer Division of The Linen Thread Co., Inc., is establishing permanent residence in Chicago. In St. Louis, where Mr. Johnson has lived for the past 10 years, he was Vice President and General Manager of the Adams Net & Twine Co. He continues in charge of the business of the Adams Division through the Chicago Office. The business of the Pauls Division also is under his management.

Mr. Johnson brings fifteen years of experience to his new position. He was with the National Net & Twine Co. before he

Howard C. Johnson, new manager Ederer Division

joined the R. J. Ederer Co., Inc. This experience will continue to be available to his many friends in the trade as he maintains those connections in his broader capacity.

Fischlupe Shows Schools Magnified in 8 Fathoms

An engineering team from the Radiomarine Corporation of America has just returned from several experimental trips during which was tested a revolutionary new electronic fish-finder, the "Fischlupe," which locates fish, spots underwater hazards that hang-up fishing nets, aids navigation and functions as an underwater depth indicator.

"Echograph," a new recording depth sounder, was also tested with excellent results. Both Fischlupe and Echograph are but several pieces of apparatus in a complete line of depth sounding equipment being distributed by Radiomarine which was developed by Electroacustic G.m.b.H. of Kiel, Germany.

The first commercial installation to be made in this country was aboard the **Flying Cloud** of the Irving Usen Trawling Company at Boston. Previous to this Fischlupe and Echograph were installed and tested aboard the Research Vessel **Oregon** of the U. S. Fish and Wildlife Service.

Captain Richard Dobbin, master of "Flying Cloud" and highline skipper of the Usen Fleet, had this to say about Fischlupe and Echograph: "I don't fish by guesswork now. I can see the fish on Fischlupe. Not only do schools of fish show clearly, but I can tell the difference between hard and soft bottom, large haddock from small haddock, cod from haddock. Yes, I can even pick out single fish, easily spot a dogfish. Unless I see a large catch on Fischlupe, I never drop my nets. Cuts days off our trips."

On the strength of this report, Lawrence Rosen, vice president and marine superintendent of the Irving Usen Trawling Company, ordered Fischlupe and Echograph for his entire fishing fleet, which includes the Trawlers **Arlington, Brighton, Cambridge, Flying Cloud, Red Jacket** and **Winchester.**

Fischlupe, which means "Fish-Lens," is one of the newest and most modern cathode ray type depth sounders and is especially designed to function as an electronic fish-finder. The greatest advantage of the cathode ray tube in its function as a fish-finder is that it provides a clear visual indication of fish reflections. It is so sensitive, it detects and shows whether the reflection on the scope is being made by a single fish or a school.

The cathode ray tube measures depth and displays echoes downward through the water on the same basic principle that a radar scope measures distance through the air. Thus, when the powerful supersonic signals are transmitted downward, the echoes from the sea-bed, schools of fish, rocks, wrecks, plankton, etc., are returned and presented on the cathode ray tube.

A school of fish appears as short horizontal traces on the cathode ray tube. The depth at which the school appears can be read directly from a calibrated scale. The school can then be magnified to give larger horizontal traces. This is done by merely turning a switch. The face of the tube will then show an eight-fathom vertical area. This or any other eight-fathom vertical area may be moved up and down and accurate measurements made of the depth and density of the school.

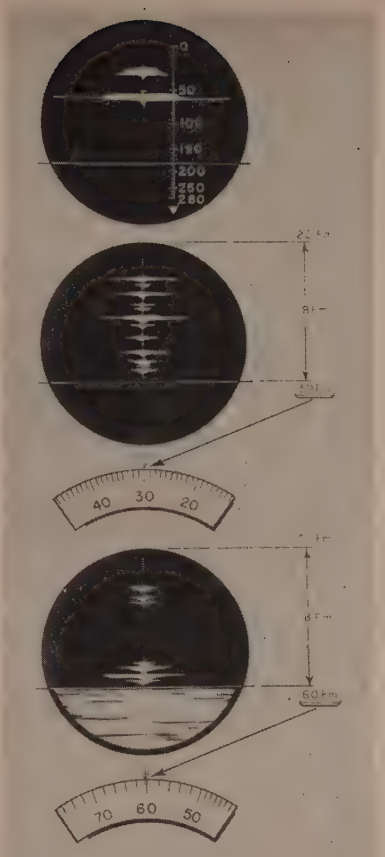

FIG. 3

USING THE FISCHLUPE — Top shows a typical presentation when the fixed range, which permits viewing of all objects under the vessel to a depth of 280 fathoms, is in use. In this case, the sea bed appears at 60 fathoms and a school of fish is visible at the 30 fathom mark. Middle sketch shows what occurs when the Range Control is then placed in the variable position where an 8-fathom water layer is displayed on the face of the cathode ray tube. The calibrated depth scale directly below the scope is adjusted to read 30 fathoms. The school of fish now occupies almost the entire height of the scope which represents a depth of 8 fathoms, or the water between 22 and 30 fathoms. In this example, the bottom is assumed to be at 60 fathoms (as at top) and therefore does not appear on the scope. Bottom sketch illustrates how the variable range can be used to determine the depth to the sea bed while looking for fish. Here the user, while watching the scope, turns the depth scale until a horizontal calibrating line coincides with the bottom echo. In this example, the bottom is 60 fathoms, and the scope still shows an 8-fathom range, namely from 52 to 60 fathoms. If there are fish within this range, they will appear above the bottom line as shown.

No special knowledge is required to operate Fischlupe. The basic operating switch is the Range Control. This is a two-position switch marked "Fixed" and "Variable." In the "Fixed" position the cathode ray tube covers the normal maximum range of 280 fathoms. In the "Variable" position any eight-fathom depth may be selected and magnified.

The depth scale is controlled by a knob and may be adjusted to any depth setting to a maximum of 320 fathoms. The sensitivity control adjusts the sensitivity in Fischlupe so that the picture on the scope may be set to the desired intensity.

An eight-day clock is also placed on the front panel. This fixture permits the fisherman, knowing the speed of his own vessel, to determine the extent of a school of fish by estimating the time it takes to pass over it.

New Echograph

Although Fischlupe can be used for normal depth sounding its principal function is fish indicating. To obtain a permanent record of the bottom contour and underwater conditions, Echograph, an eight-range recording depth sounder, can be installed as an indepnedent unit or as a supplement to Fischlupe. Only one small switchbox adaptor unit and the indicator or recorder are required where a combination of equipments is assembled. The same transmitting and receiving transducers, pulse generator and motor generator (if required) are used for operating both devices.

Only a minimum of experience is needed to interpret the Fischlupe scope presentation. The size of the haul can be estimated

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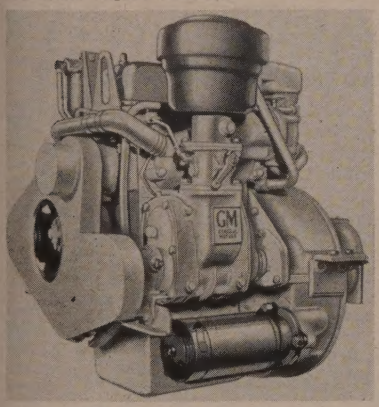
New Marine Diesel For General Motors

A new 35 hp. marine diesel designed for use as auxiliary and main propulsion power on small fishing boats and sailing yachts has been announced by the Detroit Diesel Engine Division of General Motors.

The engine, the latest addition to the division's line of Series 51 valveless, small-boat diesels is 21¾" in height from the crankshaft to the top of the engine. It is 27½" wide and has an overall length with 2:1 gear ratio of 52¼". It has two cylinders arranged in line and develops its rated shaft horsepower at 2200 RPM. Its continuous rating at 2200 RPM is 28 SHP.

It has all the simplicity features of the four-cylinder "51" introduced by Detroit Diesel last year and like all GM Diesels is a two-cycle engine. Bore and stroke are both 4.1" and it has a total displacement of 108.3 cubic inches. Standard equipment includes fresh-water cooling. The engine is available with direct drive and with 1.5 and 2 to 1 gear ratios in either right- or left-hand engine rotation.



GM 35 hp Marine Diesel

Adamson Elevated to Board Of Twin-Disc Company

N. F. Adamson, vice president, sales, of the Twin Disc Clutch Company, was elected to the Board of Directors recently. He replaces Grover C. Weyland, deceased.

Mr. Adamson joined the company in 1925 as a member of the Engineering Department. Later he served as a Sales Engineer, working out of the company's Cleveland office. He was appointed Chief Engineer in 1935, and became Sales Manager in 1944. In July, 1945 he was elected Vice President in Charge of Sales and Engineering.

During his service with the Twin Disc Clutch Company, Mr. Adamson has made many contributions to the development, design and application of the company's extensive line of friction clutches and fluid drives used by leading manufacturers of industrial machinery. Twin Disc products are produced in plants in both Racine and Rockford, Illinois, and manufactured under license by British Twin Disc & Clarifiers, Ltd., London, and by Niigata Converter Company, Ltd. of Tokyo and Kamo, Japan.

Mr. Adamson has also been instrumental in building the company's worldwide sales and service facilities, and has been very active in the field, working with the company's eight Factory Branches, sixty Parts Stations and eighty-five Hydraulic dealers located throughout the United States and Canada. In recent years he has also worked with, and expanded, sales and service facilities in Europe and Latin America.

Mr. Adamson has been a member of the Milwaukee Section of S.A.E. since 1934, and is a member of the A.P.I. and the Farm Equipment Institute.

Old-timers at Berth 73, San Pedro—the Marine Hardware gang, left to right: Ernie Falsetta, Jeanette Evanisevich, Eddie Ellis, Louis Koucher and Joe Zar, manager. The same building houses Fishermen's Cooperative Assn. and Marine Radio Service, which recently enlarged its office and shop space.

Exide Names Hiller Marine Battery Distributor

Paul W. Hiller, Wilmington marine equipment distributor, has been appointed distributor for sales of Exide marine batteries of Electric Storage Battery Company. At his Los Angeles harbor establishment will be carried a full line of Exide batteries, including the Ironclad.

Wolfe Marine Sales To Sell British Motors

Wolfe Marine Sales, Seattle, has been appointed Puget Sound distributor for the British Anzani outboard motor, according to recent announcement. "Had" Wolfe has been on the Seattle waterfront for many years and has a wide acquaintanceship among the fishermen.

New and Improved Engines For Red Wing Motors

Product specifications and illustrations of ten Red Wing marine engines are shown in a new four-page brochure issued by Red Wing Motor and Manufacturing Co., national manufacturers of diesel and gasoline engines for fishing boats, pleasure craft and auxiliaries with headquarters in Red Wing, Minn.

Included in the list are three new diesels for craft 22' to 50' long, ranging from 35 to 145 hp., and six improved gasoline models developing 8 to 90 hp. The heavy duty full diesel of 160 and 200 hp. is also shown.

Printed in two colors, the literature describes the engines' construction, durability and efficient service. The Red Wing warranty and parts policy are detailed on the back of the brochure.

For additional information, write Dept. KP, Red Wing Motor and Manufacturing Company, Red Wing, Minn.

Changes in Canco's Pacific Division

A number of personnel changes in the Pacific Division of the American Can Co. were announced recently.

Lloyd K. Davis, formerly plant manager at the American Can Company Pacific Factory in San Francisco, has been promoted to superintendent of manufacture in Canco's Pacific Division. H. P. Mooij succeeds him as plant manager at Pacific Factory.

Mr. Davis and his father, Ernest Davis, are a well-known father-son "team" with the Canco organization. Davis senior has been with Canco since 1912 and now manager of the company's San Francisco machine shop.

Mr. Mooij originally joined the company in 1940. He served in manufacturing assignments in Honolulu, Oakland and San Francisco until 1949, when he was named assistant plant manager at Pacific Factory.

Richard K. Frederick, formerly plant manager for the American Can Company in Wilmington, Cal., has been named manager of the Canco plant in Portland, Ore., succeeding S. J. Hartmann, who has been transferred to the company's Pacific Division headquarters in San Francisco.

American Can Company has named John B. Wiebers as plant manager of the company's Harbor Factory, located in Wilmington. He succeeds Richard K. Frederick, who is moving to Portland, Ore. to assume direction of Canco's factory there.

The incoming plant manager at Wilmington joined Canco's staff in 1926, following training at Purdue University, where he earned a degree in mechanical engineering.

His predecessor at Wilmington, Richard K. Frederick, has been with Canco since 1937. A mechanical engineering graduate of the University of Washington, Mr. Frederick served the company in a variety of manufacturing and research capacities, in the Northwest, Hawaii, Alaska, Chicago and San Francisco, prior to his appointment as plant manager in Wilmington in 1951.

Edward Pilsbury, Jr. has been appointed manager of the American Can Company's plant in San Jose, California, succeeding Richard Drew, who is retiring after 42 years of service with Canco.

The new manager at San Jose moves up from his present post as assistant plant manager. His service in San Jose dates from 1948, when he was assigned to serve as general foreman of the San Jose Factory.

Mr. Drew, the retiring plant manager at San Jose, is a veteran of the Canco manufacturing department, which he joined in 1911. Almost all of Mr. Drew's service has been at the San Jose plant.

William Flynn has been named assistant sales manager in the American Can Company's northwest district sales office at Seattle.

Mr. Flynn assumes his new duties in Seattle following seven years of service with Canco's sales department in Los Angeles, where he served as sales representative and later as Southern California assistant sales manager. He originally joined Canco in the Midwest in 1946, as a sales representative in the Central Division sales department, Chicago.

Herman Schmidt, general foreman at the American Can Company's Monterey Factory, retires after 50 years with the container-making firm.

Mr. Hayden, assistant credit manager for the American Can Company's Pacific Division, has been promoted to the position of credit manager, succeeding veteran credit manager William T. Brown, retired.

Mr. Hayden is a native Californian and a resident of Berkeley.

William T. Brown, Canco's retiring Division credit manager, has held the post since 1936.

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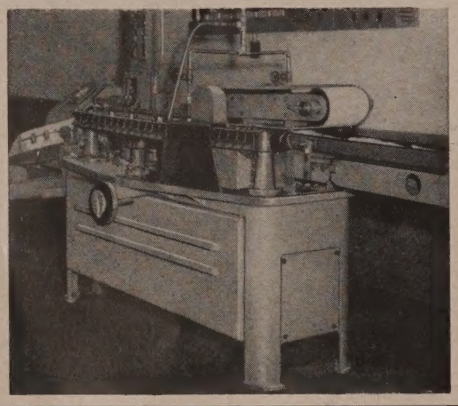

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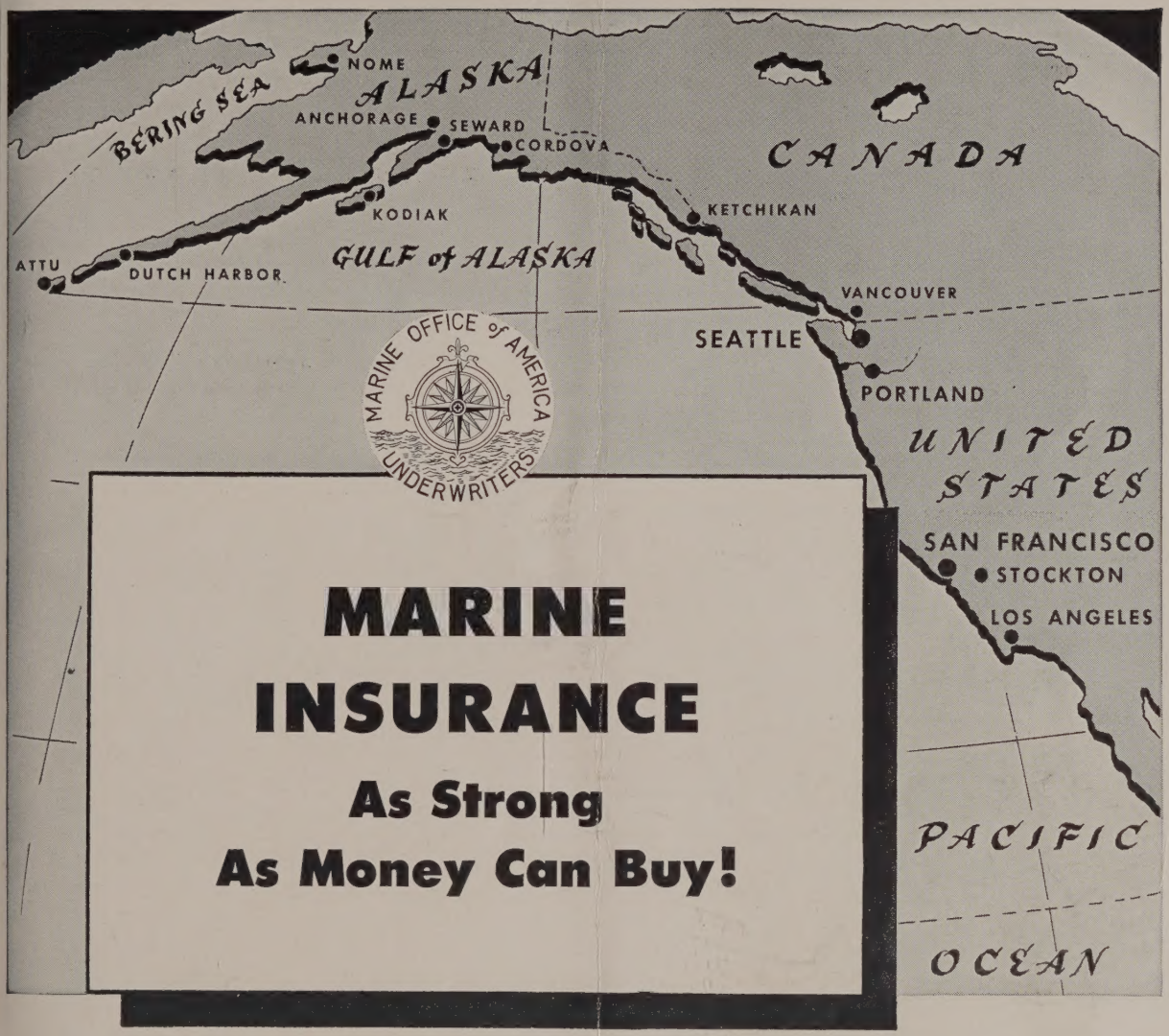

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